

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 8.

NEW YORK, MAY 15, 1869.

NO. 203.

Bankers and Brokers.

Marquand, Hill & Co.,

BANKERS AND BROKERS,
37 WALL STREET,
New York.

JOHN P. MARQUAND, GEORGE H. B. HILL,

Stocks, Bonds and Gold, bought and Sold on commission. Business Paper Negotiated.

Knauth, Nachod & Kuhne

BANKERS,
New York, Leipzig, Saxony,
51 BROAD ST. AND 85 BRUHL.

DRAW IN SUMS TO SUIT
On the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.

Issue Letters of Credit for Travellers,
available in all parts of Europe.

BLAKE BROTHERS & Co.,

52 Wall Street, New York.
AND
28 STATE STREET, BOSTON,
EXCHANGE ON LONDON,

And Sterling Credits,
DEALERS IN COMMERCIAL PAPER.

Buy and Sell Massachusetts and New York State Stocks.

Government Securities, Stocks Bonds, and Gold, bought and sold strictly on Commission.

Citizens Bank of Louisiana

Capital and Reserved Fund, \$2,500,000,
AGENCY,

A. D. SELLECK, 37 Pine St. N. Y.

DRAW ON
London Joint Stock Bank, Marcuard, Andre & Co,
Baring, Brothers & Co, Fould & Co,
LONDON, PARIS,
In sums to points suiting buyers of Sterling or France.

HATCH, FOOTE & Co.,

BANKERS
AND DEALERS IN GOVERNMENT SECURITIES,
GOLD, &c.

NO. 12 WALL STREET.

GEORGE OPDYKE, WM. A. STEPHENS

G. FRANCIS OPDYKE.

BANKING HOUSE OF

GEO. OPDYKE & Co.,

NO. 25 NASSAU STREET,
(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of Four per cent per annum.

CERTIFICATES OF DEPOSIT issued, bearing Four per cent interest, payable on demand, or after fixed dates.

COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly accounted for.

ORDERS promptly executed, for the purchase and sale of Gold; also, Government and other Securities, on commission.

INFORMATION furnished, and purchases or exchanges of Securities made for Investors.

NEGOTIATIONS of Loans, and Foreign Exchange effected.

Bankers and Brokers.

WILLIAM ALEXANDER SMITH & CO.,

BANKERS,
No. 40 Wall Street, New York.
DEPOSITS received and interest allowed at best Current Rates.
GOVERNMENT AND STATE SECURITIES, GOLD, RAILROAD BONDS, STOCKS, etc., bought and Sold on Commission.
ADVANCES made upon approved Securities.
COLLECTIONS made, and Loans Negotiated.

LANCASTER & Co., BROWN, LANCASTER & Co.,
Richmond. Baltimore.

SOUTHERN SECURITIES.

LANCASTER, BROWN & CO.,
23 Nassau Street,

OFFER FOR SALE:

Chesapeake and Ohio 1st mtg. 7 p. c. bonds, principal and interest in gold, at 95 and interest.

Petersburg Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 92½ and interest.

South Side Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 85.

Richmond and York River 1st mtg. 8 p. c. bonds (mtg. \$7,000 per mile), at 85.

Piedmont RR. 1st mtg. 8 p. c. (mtg. \$10,000 per mile), at 80.

Norfolk and Petersburg RR. 2d mtg. 8 p. c. bonds (mtg. \$14,000 per mile, including 1st mtg.), at 82½.

Columbia and Augusta RR. 1st mtg. 7 p. c. bonds (mtg. \$12,000 per mile), at 80.

Richmond and Danville RR. 1st mtg. 6 p. c. bonds (mtg. \$14,000 per mile), at 73.

White, DeFreitas &

Rathborne,

Bankers and Brokers, 17 Broad St.

Government Securities, Gold, Stocks and Bonds, bought and sold exclusively on Commission at the New York Stock Exchange.

Interest allowed on Deposits.

Refer to WM. H. COX, Esq., Cashier, Mechanics National Bank.

STOKER, TAYLOR & Co.,

BANKERS,

21 NASSAU STREET, NEW YORK.

Sight and Time Bills on LONDON, LIVERPOOL, EDINBURGH and DUBLIN, PARIS, BREMEN, HAMBURG, BERLIN, FRANKFORT-ON-THAINE, VIENNA, etc.

STOCKS, BONDS and GOLD BOUGHT AND SOLD ON COMMISSION.

COLLECTIONS made in all parts of Europe.

SWAN & PAYSON,

BANKERS AND BROKERS.

50 WALL STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, BONDS and GOLD, Bought and Sold on Commission.

OTIS D. SWAN. GEO. P. PAYSON, of the New York Stock Exchange. WM. S. ALEXANDER, Jr.

W. P. VAN DEURSEN, SWAN & PAYSON
Chicago. New York.

W.P. VanDeursen & Co.,

BANKERS and BROKERS,

106 LASALLE ST., (UNION BANK BUILDING).

CHICAGO, ILLINOIS.

Buy and sell STOCKS, GOVERNMENT SECURITIES and GOLD, on Margins—or for Investors at

NEW YORK RATES.

GOLD DRAFTS ON NEW YORK FOR SALE.

Bankers and Brokers.

McKim, Brothers & Co.,

No. 47 Wall Street, New York.
BANKERS AND BROKERS,
DEALERS IN GOVERNMENT SECURITIES AND DOMESTIC AND STERLING EXCHANGE.

Stocks, Bonds and Gold bought and Sold exclusively on Commission. Interest allowed on Deposit Accounts

TANNER & Co.,

BANKERS AND BROKERS,

No. 49 Wall street, N. Y.,

DEALERS IN

AMERICAN AND FOREIGN GOLD,

AND SPECIE OF ALL KINDS,

Which they have on hand for immediate delivery.

United States Government Securities, Foreign and Domestic exchange. Particular attention given to Collections at all points in the United States, Canada and Europe. Remittances made, Loans negotiated and made on securities and business paper. Interest allowed on Deposits, subject to draft at sight. Orders executed at the Gold and Stock Exchange with promptness. Contracts in Gold and Stocks carried on the most favorable terms.

CIRCULAR NOTES

AND

CIRCULAR LETTERS OF CREDIT

FOR

TRAVELERS,

AVAILABLE IN ALL PARTS OF EUROPE

ALSO,

COMMERCIAL CREDITS,

ISSUED BY

MORTON, BLISS & Co.

BANKING HOUSE OF

LUTHER KOUNTZE,

52 Wall Street, New York.

Deposits received from Banks and Individuals, subject to check at sight, and interest allowed thereon at FOUR PER CENT per annum.

Collections made throughout the United States, the British Provinces and Europe.

Governments Securities bought and sold.

VERMILYE & Co.,

BANKERS,

Removed to Nos. 16 and 18 Nassau Street, New York,

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES

AND IN

GOLD AND GOLD COUPONS,

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND

GOLD,

MAKING LIBERAL ADVANCES.

Interest on

Financial Notices

Treasury Department.

APRIL 14, 1869.

NOTICE IS HEREBY GIVEN THAT THE Interest Coupons PAYABLE ON THE FIRST DAY OF JULY NEXT, will be paid on presentation at the proper office, upon a rebate of interest at the rate of six per cent per annum in gold.

GEO. S. BOUTWELL,
Secretary of the Treasury.

S. McCLEAN & CO.,
BANKERS,
Pittsburgh, Pa.

BROOKS'

Circular Interest Tables

Show the Interest on any amount at a glance.

By Mail, Postpaid, \$1.

Agents wanted for every city and State.

A. S. BARNES & CO., 111 and 113 William street, N.Y.

REMOVAL.

Jacquelin & DeCoppet

HAVE REMOVED THEIR OFFICE

TO NO. 18 NEW STREET.

H. C. HARDY & SON,

No. 4 Wall Street, New York.

Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

MUNROE & Co.,

AMERICAN BANKERS.

NO. 7 RUE SCRIBE, PARIS,

JOHN MUNROE & Co.,

NO. 8 WALL STREET, NEW YORK.

Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchanges on Paris.

RIDER & CORTIS,

73 BROADWAY, NEW YORK

Successors to

SAML. THOMPSON'S NEPHEW, AND ABM. BELI

Sterling Exchange business. Drafts on England Ireland and Scotland.
Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States.

RAILROAD INVENTIONS

For Greater Safety.

The under part of the rail has feet straight or angular to prevent the moving of the rail on the sleepers. Two or more or less run parallel on the bottom, so as to press in the sleepers an inch more or less or they may be made open, V fashion, and pieces thicker and wider across each end of the rail in chairs to be mortised into the wood, underlaid with sheet lead, or any other device on the bottom to keep the rail in its place, slats or circles open on the sides, with raised neck for the spikes or screws. The wheels with one flange or more not rounded, but straight flat, it degrees about; the barrel or bearing crowned like a keel or enlarged at the outer end like a keeler or rail, and elongated to lift on curves; the centre of wheels extended tubular to receive the axle; another wheel of less diameter with tube on the axle to keep it from bending and catch the car and keep it safely in case of accident. These rails of steel are for sale, as well as iron with chemically prepared burden tops, wheels, etc., etc., or any part of them, or 1,000 tons of each, or less will be furnished to companies on demand, or a royalty will be charged by the inventor.

A. BEEBE,

73 Cedar Street.

Safes For Sale

ATAVEY LOW PRICE.

The advertiser having taken in trade two Fire and Burglar Proof Safes will sell them for Cash much below cost. The Safes are perfectly new, never having been removed from the store of the manufacturer and are of the best make and patent. Address

SAFE, P.O. Box 5,650.

Bankers and Brokers

HARVEY FISK,

A. S. HATCH.

Office of FISK & HATCH,

Bankers & Dealers in Gov't Securities,

No. 5 Nassau Street, New York.

Opposite U. S. Sub Treasury.

We receive the accounts of Banks, Bankers, Corporations, and others, subject to check at sight, and allow interest on balances. We make collections on all points in the United States and Canada, and issue Certificates of Deposit available in all parts of the Union.

We buy and sell, at current rates, all classes of Government Securities, the Bonds of the Central Pacific Railroad Company; also Gold and Silver coin and Gold coupons.

We buy and sell at the Stock Exchange miscellaneous Stocks and Bonds, on commission, for cash.

We offer also the United States Six-per-cent. Thirty Year Currency Bonds, issued in aid of the Pacific Railroad, which are widely esteemed by moneyed corporations, as the longest Six-per-cent. Government Bond in the market.

Communications and inquiries by Mail or Telegraph will receive attention.

FISK & HATCH.

J. L. Brownell & Bro.,

BANKERS & BROKERS,

28 BROAD STREET, NEW YORK.

Stocks, Bonds, Government Securities and Gold Bought and Sold exclusively on commission.

Accounts of Banks, Bankers and Individuals received on favorable terms.

REFERENCES:
J. H. FONDA, Pres. National Mech. Banking Ass. N.Y.
C. B. BLAIR, Pres. Merchants' Nat. Bank Chicago.

Lockwood & Co.,

BANKERS,

No. 94 BROADWAY & No. 6 WALL STREET.
DEALERS IN GOVERNMENT AND OTHER SECURITIES.

Interest allowed upon deposits of Gold and Currency, subject to Check at Sight. Gold loaned to Merchants and Bankers upon favorable terms.

FRANK & GANS,

BANKERS AND DEALERS IN U. S. GOVERNMENT SECURITIES.

No. 11 WALL STREET

J. M. WEITH,

GEO. ARENTS

J. M. Weith & Arents,

Late Ragland, Weith & Co.,

DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

NO. 9 NEW STREET.

Loans Negotiated.

Lounsbery & Fanshawe,

BANKERS AND BROKERS,

NO. 8 WALL STREET, NEW YORK

Government Securities,

Gold and Foreign Exchange.

RICHARD P. LOUNSBERRY. WILLIAM S. FANSHAW

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & CO.,

Bankers and Commission Merchants,

NO. 44 BROAD STREET, NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on the most liberal terms. Merchants Bankers and others allowed 4 per cent on deposits. The most liberal advances made on Cotton, Tobacco, &c., consigned to ourselves or to our correspondents Messrs. K. GILLIAT & CO., Liverpool.

Insurance.

ORIGINAL CHARTER 1798.

OFFICE OF THE

New York Mutual

INSURANCE COMPANY.

NO. 61 WILLIAM STREET.

NEW YORK, January 19, 1869.

This Company having been in successful Operation for over 70 Years,

The Trustees submit the following statement of the affairs of the Company in conformity with the requirements of the Charter:

Outstanding Premiums to December 31, 1867. \$75,532 43

Premiums received since. \$79,232 02

Total. \$354,813 45

No Policies have been issued upon Life Risks, nor upon Fire Risks, disconnected with Marine Risks.

Earned Premiums to January 1, 1869. \$230,916 74

Losses and Expenses. \$151,019 03

Return Premiums. 19,381 35

The Company have the following Assets:

Cash in Banks. \$37,461 89

United States Stocks. 292,262 50

Bank, City and other Stocks. 263,432 20

Loans on Stocks, and Cash due the Company. 28,551 70

Real Estate, bonds and mortgages. 92,000 00

Premium Notes and Bills Receivable. \$654,231 20

Salvage, Re-insurance. Accrued Interest and other Claims due the Company. 25,417 11

Insurance Scrip and Sundry Notes at estimated value. 24,916 25

Total. \$788,923 52

SIX PER CENT interest on the outstanding Certificates of Profit will be paid on and after Tuesday the 9th day of February, 1869.

FORTY PER CENT DIVIDEND, and the United States Tax, is declared on the net earned premiums entitled thereto, for the year ending 31st December, 1868, for which certificates may be issued on and after the 1st day of May next.

THE OUTSTANDING CERTIFICATES OF PROFITS of the issue of 1869, and FIFTY PER CENT of the issue of 1868, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 9th day of February next, from which date all interest thereon will cease. The Certificates to be presented at the time of payment and cancelled to that extent.

By order of the Board.
W. P. HANSFORD, Secretary.

TRUSTEES:

Stewart Brown,	Edward Kaup,
Stephen Johnson,	Henry Oelrichs,
Arthur Leary,	James H. Smith,
Henry Meyer,	George Meale,
Edward H. K. Lyman,	Gustave H. Kissel,
George Moke,	Gerhard Janssen,
E. V. Thebaud,	William Paxson,
Francis Hathaway,	John H. Earle,
Lloyd Aspinwall,	Francis Skiddy,
E. P. Fabril,	Charles Lamson,
JOHN H. LYELL, President.	
THEO. B. BLEECKER, Jr., Vice-President.	

For the convenience of its customers this Company have made arrangements to issue policies and certificates payable in London at the Banking House of Messrs. DENNISTOUN, CROSS & CO.

THE
NORTH BRITISH
AND
Mercantile Insurance Co

OF LONDON AND EDINBURGH.

PAID UP CAPITAL AND ACCUMULATED FUNDS
\$14,044,635 31 IN GOLD.

UNITED STATES BRANCH OFFICE,
50 WILLIAM STREET, NEW YORK.

EZRA WHITE, } Associate Managers
T. C. ALLYN, }
CHAS. E. WHITE, Assistant Manager.

HARTFORD

FIRE INSURANCE COMPANY

OF HARTFORD, CONN.

Capital and Surplus \$2,000,000.

GEO. M. COIT, Sec'y. GEO. L. CHASE, Pres't

PHOENIX FIRE INSURANCE CO.,

OF HARTFORD, CONN.

Capital and Surplus \$1,400,000.

D. W. C. SKILLON, Sec'y. H. KELLOGG, Pres

Losses promptly adjusted by the Agents here, and paid in current money.

WHITE ALLYN & CO., Agents,

NO. 50 WILLIAM STREET.

Queen Fire Insurance Co

OF LIVERPOOL AND LONDON.

AUTHORIZED CAPITAL. \$2,000,000 Stg.

SUBSCRIBED CAPITAL. 1,866,236

PAID UP CAPITAL AND SURPLUS. \$1,432,810

Special Fund of \$200,000

Deposited in the Insurance Department at Albany.

UNITED STATES BRANCH, NO. 117 BROADWAY, N.Y.

GEORGE ADLARD, Manager

WILLIAM H. ROSS, Secretary.

Boston Bankers.**Page, Richardson & Co.,**

BANKERS,
70 State Street, Boston.
Bills of Exchange, and Commercial and Travelers' Credits issued on

The City Bank,
AND
Robert Benson & Co., } **LONDON.**
Munroe & Co.
AND
Marcuard, Andre & Co., } **PARIS.**
Circular Notes available for Travelers in all parts of Europe and the East.

Dupee, Beck & Sayles,

STOCK BROKERS,
NO. 22 STATE STREET, BOSTON.
JAMES A. DUPEE. JAMES BECK. HENRY SAYLES.

EVERETT & Co.,

28 State Street, Boston,
AGENTS FOR
AUGUSTINE HEARD & CO.,
OF CHINA AND JAPAN.
Advances made on consignments of approved merchandise.

Philadelphia Bankers.**AUSTIN & OBERGE,**

313 WALNUT STREET,
PHILADELPHIA.
Commission Stock Brokers.
BELL AUSTIN. CHAS. H. OBERGE

PHILADELPHIA

NOTES, DRAFTS, & C., & C.
COLLECTED AND REMITTED FOR ON DAY OF PAYMENT, BY THE

Union Banking Company

N. E. Cor. 4th & Chestnut Sts.,
PHILADELPHIA.
N. C. MUSSELMAN, President.
E. F. MOODY, Cashier.

All other BANKING BUSINESS IN PHILADELPHIA entrusted to us will receive our prompt attention.

Southern Bankers.**WASHINGTON.****FIRST NATIONAL BANK OF WASHINGTON.**

H. D. COOKE (of Jay Cooke & Co.) President.
WM. S. HUNTINGTON, Cashier.
Government Depository and Financial Agent of the United States.
We buy and sell all classes of

Government Securities

of the most favorable terms, and give especial attention to
Business connected with the several Department of the Government.

Full information with regard to Government Loans at all times cheerfully furnished.

LANCASTER & Co.,

BANKERS AND STOCK AND EXCHANGE BROKERS,
No. 1113 Main Street, Richmond, Va.
BROWN, LANCASTER & CO.,
No. 90 SOUTH STREET, BALTIMORE, MARYLAND.
LANCASTER, BROWN & CO.,
No. 23 NASSAU STREET, NEW YORK.

ROBT H. MAURY JAS. L. MAURY. ROBT T. BROOKER.

R. H. MAURY & Co.,

BANKERS & BROKERS,
No. 1014 MAIN ST. RICHMOND, VA.
Sterling Exchange, Gold and Silver, Bank Notes, State, City and Railroad Bonds and Stocks, &c., bought and sold on commission.
Deposits received and Collections made on all accessible points in the United States.
N. Y. Correspondent, VERMILYE & CO.

J. L. Levy & Salomon,

STOCK BROKERS AND EXCHANGE DEALERS.
28 CARONDELET ST. N. ORLEANS.
General Partners.—J. L. LEVY; E. SALOMON, formerly of E. J. Hart & Co.
Partners in Commendation.—E. J. HART; DAVID SAIOMON, of New York.
Collections made on all points.

Western Bankers.**GILMORE, DUNLAP & Co.,**

108 & 110 West Fourth Street,

CINCINNATI, OHIO.

Dealers in **GOLD, SILVER** and all kinds of **GOVERNMENT BONDS.**

COLLECTIONS MADE at all accessible points and remitted for on day of payment.

CHECKS ON LONDON AND PARIS
FOR SALE

G. P. EMERICH, President. S. R. BONEWITZ, Cashier.

THE COMMERCIAL BANK

OF

WOOSTER, OHIO.

Dealers in Foreign and Domestic Exchange, Gold, and Silver Coin and Government Securities.
Collections promptly made on all accessible points.
New York Correspondents.
National Park Bank, Henry Clews & Co., Bankers.
Nat. Broadway Bank, Kidd, Pierce & Co., Bankers.
Importers & Traders National Bank.

ISAAC HARTER. G. D. HARTER. M. D. HARTER.
BANKING HOUSE OF

Isaac Harter & Sons,

CANTON, OHIO.

(ESTABLISHED 1854.)

Special Attention given to the collections of Banks, Bankers and Merchants.

THE

COMMERCIAL NATIONAL BANK of Chicago.

Capital.....\$500,000
H. F. EAMES, President. WM. H. FERRY, Vice-Pres.
M. D. BUCHANAN, Cashier. GEO. L. OTIS, Assist. Cash.

DIRECTORS.

H. F. Eames—Director of National City Bank of Ottawa, Ill.
Wm. H. Ferry—Director of First National Bank of Utica, N. Y., and Chicago & Northwestern R.R. Co.
Albert Keep—Director of Michigan Southern and Northern Indiana R.R. Co. and of Henry and Albert Keep.
Alfred Cowles—Secretary and Treasurer and Director of Chicago Tribune Co.
P. R. Westfall, of Merchants, Farmers and Mechanics Savings Bank.
Henry W. King, of Henry W. King & Co.
N. O. Williams, of Fitch, Williams & Co.
H. Z. Culver, of Culver, Page & Co.
Henry H. Taylor, Farm Machinery Warehouse.
E. F. Pulsifer, of E. F. Pulsifer & Co.
Wm. H. Kretzinger, lumber merchant.
S. W. Ransom, manufacturer of boots and shoes.
Bacon Wheeler (retired).

L. A. BENOIST & Co.,

BANKERS,

ST. LOUIS, MISSOURI.

Buy and Sell Exchange on all the principal cities of the United States and Canada. Also

Drafts on London and Paris for Sale.

P. HAYDEN. JOS. HUTCHESON. W. B. HAYDEN.

Hayden, Hutcheson & Co

BANKERS,

NO. 13 S. HIGH STREET,

COLUMBUS, OHIO.

Do General Bankg. Collection, and Exchange Business.

SECOND NATIONAL BANK,

TITUSVILLE, PENN.,

Capital.....\$200,000

Deposited with U. S. Treasurer to secure Circulation and Deposits \$30,000.

G. C. HYDE, Cashier. CHAS. HYDE, Pres't.

NATIONAL BANK OF THE STATE OF MISSOURI.

in St. Louis.

ESTABLISHED 1837.

Capital paid in.....\$3,410,300

This Bank, having reorganized as a National Bank, is now prepared to do a general banking business. Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West.
JAMES H. BRITTON, Pres. CHAS. K. DICKSON, EDWARD P. CURTIS, Cashier.

Bankers and Brokers.**FIRST NATIONAL BANK OF IDAHO****Boise City, I. T.**

Organized March 11, 1867, (with circulation), under Act of Congress approved June 3, 1864.

CAPITAL, \$100,000. AUTHORIZED CAPITAL, \$500,000
B. M. DUKELL, Pres. C. W. MOORE, Cashier.
New York Correspondent.—National Bank of North America.

Collections on the principal places in Idaho Territory promptly attended to. "Telegraph Transfer," Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank; of National Bank North America, New York City; National Bank of Commerce, Boston, Mass.

NATIONAL**Life Insurance Company**

OF THE

UNITED STATES OF AMERICA.

WASHINGTON, D C

Chartered by Special Act of Congress.

CASH CAPITAL, \$1,000,000.
PAID IN FULL.

Branch Office:

FIRST NATIONAL BANK BUILDING.

PHILADELPHIA.

To which all "general correspondence should be addressed.

Officers:

CLARENCE H. CLARK, President.
JAY COOKE, Chairman Finance and Executive Committee.
HENRY D COOKE, Vice-President.
EMERSON W. PEET, Secretary and Actuary.

This Company, National in its character, offers, by reason of its Large Capital, Low Rates of Premium and New Tables, the most desirable means of Insuring Life yet presented to the public.

JAY COOKE & CO., 216 Broadway, New York.
General Agents for New York State and Northern New Jersey

Managers:

J. U. ORVIS D C WITMAN

Bank Statements.**REPORT OF THE CONDITION OF THE MARKET NATIONAL BANK.**

In New York, in the State of New York, at the close of business on the 17th day of April, 1869:

RESOURCES

Loans and discounts.....	\$2,250,883 70
Commercial paper.....	\$1,429,296 23
Demand loans on United States bonds.....	308,350 00
Do on other stocks and securities.....	503,237 50
Bad debts (see section 38).....	1,573 41
Indebtedness of directors.....	150,857 50
Overdrafts.....	2,659 16
United States bonds to secure circulation.....	672,000 00
Other stocks, bonds and mortgages (as per schedule).....	2,700 00
Due from other national banks (as per schedule).....	92,565 41
Due from other banks and bankers (as per schedule).....	21,033 46
Banking-house.....	35,000 00
Current expenses.....	812,251 62
Taxes paid.....	9,891 80
Cash items, including stamps (as per schedule).....	39,911 97
Exchanges for clearing-house.....	\$32,142 55
Bills of other national banks.....	40,001 00
Bills of State banks.....	235 00
Fractional currency, including nickels.....	\$10,008 86
Specie, viz: Coin.....	117,340 00
Gold Treasury notes.....	3,994 40
Checks on other banks payable in gold.....	23,216 32
Legal tender notes.....	151,060 14
Three per cent certificates.....	300,000 00
Total.....	\$4,325,048 61

LIABILITIES.

Capital stock paid in.....	\$1,000,000 00
Surplus.....	\$111,197 56
Discount.....	\$30,232 41
Exchanges.....	951 11
Interest.....	20,016 51
Profit and loss.....	937 99
Circulating notes received from Comptroller.....	\$394,500 00
Less amount on hand.....	4,477 00
Amounting outstanding.....	590,023 00
State bank circulation outstanding.....	8,000 00
Individual deposits.....	\$1,806,573 92
Certified checks.....	185,421 18
Uncollected checks.....	322,100 00
Due to notional banks (as per schedule).....	70,487 87
Due to other banks and bankers (as per schedule).....	27,187 03
Dividends unpaid.....	1,540 00
Total.....	\$4,325,048 61

I, A. GILBERT, Cashier of the Market National Bank, of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

A. GILBERT, Cashier.

Correct—Attest,
HENRY LYLES, JR.,
GEO. B. WHITFIELD, } Directors.
B. N. FOX,

State of New York, County of New York.—Sworn to and subscribed before me this 23d day of April, 1869.

T. H. HINWOOD,

Notary Public in and for the County of New York.

Financial.

WILLIAMS & GUION,
71 Wall Street, New York.
Gulon & Co., Alex. S. Petrie & Co.,
Liverpool. London.

Advances made on consignments to our Correspondents, and orders for the purchase of Merchandise, Stocks and Bonds, executed by Cable or Mail.
Travelers' and Commercial Credits issued, available in all parts of Europe, &c.

SOUTTER & Co.,

BANKERS,

No. 53 WILLIAM STREET, NEW YORK.

*Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.

Interest allowed on Deposits subject to Sight Draft or Check.
Advances made on approved securities.
Special facilities for negotiating Commercial Paper.
Collect "as both inland and foreign promptly made.
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VOL. 8.

SATURDAY, MAY 15, 1869.

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THE FINANCIAL SITUATION.

The suspense and uncertainty as to the Treasury policy produced a short time ago a good deal of uneasiness in financial circles, the depressing effects of which were diffused throughout the mercantile and industrial movements of the country. Now that Mr. Boutwell has told us what he means to do, it is only fair to look for a general responsive reaction in business. And this is especially to be anticipated, inasmuch as the policy which he has marked out for himself is generally approved as sound, conservative and safe.

The chief point to which apprehension was directed, was the money market. The frequent spasms and severe pressure which have distinguished the experience of the past six months, and have marked it out as the most troubled semi-annual period known in the New York money market for very many years, has so disturbed the financial machinery and demoralized financial confidence, that the reaction may be slow. Still as there is now good reason for anticipating monetary ease for some months to come, the usual results of business activity and speculative excitement are pretty sure to develop themselves before long.

In contemplating the late perturbations in monetary affairs, it is impossible to resist the conviction that we are in a state

of transition to some new financial conditions which may greatly modify the future movements of commerce and trade. In all our large cities, and in this more than any where else, men of experience tell us that business is changing. Capital moves in larger masses than formerly, and for the time being the concentration of the moneyed power seems to be working to the impoverishment of the many and the gain of the few. A year or two ago the banks of this city would have considered it a violation of good faith towards their dealers to attempt to charge more than 7 per cent,—the legal rate of interest—for any accommodation which it was possible for the bank to render. Now there are but very few banks in New York whose books do not show transactions during March and April at usurious rates. Such is the change in public opinion, that there is no attempt at concealment. The charging high rates of interest began with the private bankers; then one or two national banks adopted it, and now all have, more or less, fallen into the practice. This, however, is but one of the numerous symptoms of the concentration of capital in a few hands.

The transition state through which our finances are passing may be further illustrated by the absorption of our floating capital into fixed forms. How far this process has gone, what prodigious amounts of money have been invested in the South, in the West, and indeed in every section of the country, we may form some idea by noting the vast numbers of new buildings which are rising up in every town, city, and village where there is any industrial enterprise, commercial activity or agricultural progress. Our railroads are being extended and are doing for the most part a profitable business. The great trunk lines of the South are all resuscitating and several new pathways of commerce are being projected to connect the Atlantic with the Pacific.

Now all these improvements cost money. They absorb large amounts from the reservoir of floating capital and fix it in permanent forms, so that to render it inaccessible as loanable funds for borrowers. We thus have a severe depletion of the streams of loanable money, and at the same time there is an impulse given to the demand for loans. Such a state of things can scarcely fail to produce monetary spasms and except the bank machinery is extremely elastic, commercial convulsions are not unlikely to occur. It is one of the great triumphs of our national banking system that it has sustained during the past four or five years, such severe strain and pressure as have been imposed upon it by the negotiation of the stupendous aggregates of government loans. But that system will win a still more signal triumph if it carries us through the present financial troubles and through those of the near future, without any more severe spasms than those which we have already experienced. During the next five or six months there will be little danger, as the accumulation of

capital and currency in this metropolis and in the other great financial centers will be such as to render the maintaining of monetary equilibrium an easy task. With the opening of the Fall trade, however, in October and November, renewed pressure is likely to be developed, the preparation for which may well engage the anxious solicitude of our financial men. So long as the national banks do not redeem their notes in New York, the only elasticity which our currency possesses to enable it to meet these recurring strains and spasms is imparted by the movements of the Treasury. By what device Mr. Boutwell will meet the emergency remains to be seen.

LAND AND WATER CARRIAGE.

There are those who believe that railroads will soon put an end to inland transportation by water. The growth of the railroad system in this country has been marvelous, and has had a great influence in the reduction of charges for the movement of products. But so far, in the neighborhood of all long water routes, railroads have acted as feeders to them, and have concentrated the traffic of large regions at those central points where the iron road has touched the lake or the river. It has been impossible for the railway to do its business as cheaply as it can be done by water. In the very nature of things the balance is largely in favor of the water route. The difference in the rates charged by either route has, however, been lessening, and it is but a few days since we read in a Chicago paper, that the demand for cars on that particular day for the carriage of grain was in excess of the supply, although the Lake charges to Buffalo were but five cents a bushel. It is claimed by the advocates of cheap railway transportation, that this state of things will be the rule before many years, and that the railroad will soon monopolize the business. At this time wheat is brought by rail from Chicago to New York for 30 cents a bushel, which is actually less than the cost by canal, 32½ cents; but of this last sum 20 cents only are freight and canal tolls. The rest goes for storage, insurance, commissions, elevators, &c. The railroads have carried wheat in the winter at even a less charge than 30 cents, but then and now the charge is no evidence of the cost, and no proof that profit is made. In fact, the charge is part of the "cut-throat" competition of four or five through lines, and while profitable to the grain producer, is ruinous to the companies; which, in the task of distributing breadstuffs to points on the long routes, put their charges at amply remunerative figures.

It may be interesting to compare the charges made by these two methods of transportation, in the view of showing their approach or divergence. The cost of transferring a bushel of grain from the Mississippi river by rail to Chicago, a distance of two hundred miles, is precisely the cost of transportation from Chicago to New York by water, the distance being some fifteen hundred miles. This is a very wide difference, but the disproportion is reduced when the cargo is carried a greater distance by rail, for the cost of handling is the same by the land route whether the car moves one hundred or five hundred miles. And one of the heaviest burdens to which grain is subjected is the charge for handling it at the several places of shipment. A bushel of corn is carried from Chicago via Oswego for 17½ cents, or say 18 cents including the local charge at Oswego. The railway freight for a barrel of flour, which weighs nearly as much as four bushels of corn, is 58 cents from Oswego to New York, or 50 cents to Albany. The cost of transporting the same weight of corn from Oswego to New York is 32 cents by water. From St. Louis to New Orleans the freight in flour is 40 cents, for a distance of twelve hundred miles, a charge that must be reduced if the Mississippi is to be a rival of the Great Northern Water Route from Chicago.

When we consider the enormous extent of the transportation business that reaches New York from the interior, it is difficult to realize how and where the same business could be done if it was transacted on land. Every barge and every canal boat are floating storehouses. They can move at will about the harbor and transfer their cargo to a ship in the East or North river, or at a Jersey dock, or lying moored in the stream. They are limited to no yard or to no particular pier. The freight train is, however, tied down to an iron track. It moves from one place to another only with difficulty and at great expenditure of labor and time. The full train has but little greater capacity than that of a single canal boat. Twenty cars that carry 10,000 bushels are almost matched by the single boat which conveys 8,000. Trains must be limited in frequency and cannot be allowed to run too closely to each other. Delays, minor accidents the heating of a journal, track repairing, would interfere with that frequent succession of trains which would be necessary to transport the enormous tonnage offering, and they would be very sure to bring on inextricable confusion.

But commerce will seek the cheapest route, and whatever tends to remove burthens and lessen charges offers the strongest inducement to which commerce will respond. Slow freight trains can carry grain and flour cheaper than fast trains. Charges for handling must be reduced. Expenses on the water routes must be cut down, and the products of the Great West must be distributed through the East at a cheaper rate than now. The competition of rival routes does this effectually, as the present charges from Chicago to New York, above quoted, show. Competition is more effective than any labored argument that can be made based upon any array of statistics, however imposing.

One error committed by the advocates of new routes from the West to the seaboard is in supposing that the bulk of the breadstuffs from the West go to European and other foreign ports. Hence the great desire to reach the sea, whether by the St. Lawrence or the Mississippi. The trade with Europe really absorbs but a small fraction of the immense product of the Western grain fields. The West Indies and South America require large quantities. But the greater part is consumed at home, and is distributed all over the seaboard States, in the large cities, in the manufacturing towns, and indeed in the smallest villages. For this distribution there is need of the railroad, and very quietly but regularly it does this work, conveying to all the multitudinous stations and depots the products which have found their way to the seaboard and to the centres from which distribution is made. In this distribution, as we remarked above, the railroad which has transported breadstuffs over long distances at losing rates now compensates itself by the amplest tariff that its managers have the face to impose, and they give abundant proof that carriage by water is cheaper than by land.

WATERING RAILROAD STOCKS.

The diluting process which commenced with the currency appears to be destined to find its way into everything financial. For the last two years it has had unrestricted sweep in the management of railroad corporations. Most of the leading roads have been subjected to a material increase of their capital, and, on some the "watering" process has been repeated. We have just witnessed a virtual increase of 80 per cent on New York Central; it is proposed to make a fresh addition of 60 per cent on Hudson River, and a similar increase is talked of on Harlem; Fort Wayne is promised a stock dividend of 60 or 65 per cent; Rock Island, it is said, is to have its stock well nigh doubled; an increase of 10 per cent on the consolidated Lake Shore Company is talked of as certain; the Pennsylvania, after an increase of \$7,000,000, es

promise of yet another stock bonus; on the East Pennsylvania a stock dividend of 100 per cent is contemplated; the Macon and Western has increased its stock one third; and New York and New Haven, after a late addition of 50 per cent to its share capital, proposes to make a further liberal distribution of stock. For the purpose of illustrating what has been done in the way of "watering" railroad stocks, within the last two years, we select 28 prominent roads, giving, as follows, the capital stock of each, on the 1st July, 1867, and on the 1st May, 1869, respectively:

	July 1, 1867.	May 1, 1869.	Increase.
Baltimore & Chio.	\$16,152,000	\$18,152,000	\$2,000,000
Boston & Lowell.	1,830,000	2,169,000	339,000
Boston & Maine.	4,077,000	4,550,000	473,000
Central of New Jersey.	13,000,000	15,000,000	2,000,000
Chicago & Alton.	6,311,000	7,596,000	1,285,000
Chicago, Burlington & Quincy.	10,193,000	12,500,000	2,307,000
Chicago & Northwestern.	26,155,000	30,911,000	4,756,000
Chicago, Rock Island & Pacific.	9,100,000	14,000,000	4,900,000
Cincinnati, Hamilton & Dayton.	3,130,000	3,521,000	391,000
Cleveland & Pittsburgh.	5,391,000	5,958,000	567,000
Connecticut & Passumpsic pref'd.	1,514,000	1,822,000	308,000
Dubuque & Sioux City.	3,662,000	4,130,000	468,000
Erie.	25,111,000	27,502,000	2,391,000
Hudson River.	9,982,000	13,932,000	3,950,000
Hartford & New Haven.	3,000,000	3,300,000	300,000
Illinois Central.	23,386,000	25,277,000	1,891,000
Marquette & Cincinnati.	12,666,000	14,650,000	1,984,000
Michigan Central.	7,592,000	9,325,000	1,733,000
Michigan Southern.	10,000,000	12,125,000	2,125,000
Milwaukee & St. Paul.	10,998,000	15,181,000	4,183,000
Morris & Essex.	3,500,000	4,325,000	825,000
Nashua & Lowell.	6,000,000	730,000	120,000
New York Central.	26,530,000	51,624,000	25,094,000
New York & New Haven.	6,000,000	9,000,000	3,000,000
New Providence & Boston.	1,735,000	2,000,000	265,000
Pennsylvania.	20,000,000	27,040,000	7,040,000
Philadelphia & Reading.	22,742,000	26,280,000	3,538,000
Providence & Worcester.	1,750,000	1,900,000	150,000
Total on 28 roads.	\$387,036,000	\$400,684,000	\$13,648,000

We have here the startling fact that 28 roads whose combined capital in 1867 amounted to \$287,000,000 have since then increased their stock to \$400,000,000; showing an average inflation of 40 per cent; and yet from the proposed stock dividends above alluded to it would seem that the "watering" mania is far from having exhausted itself. A movement so sudden and so sweeping deserves earnest consideration.

What then is the meaning of this railroad inflation? what its basis? what its motive? and what may be expected as its result? It is somewhat curious to trace the reasons successively assigned by railroad directors for this policy. First of all, it was said that the stock dividends represented earnings invested in construction, although it has in few cases been found easy to trace any correspondence between the increase of stock and the employment of earnings for such purposes; next, it was discovered that the land grants of the roads had become more valuable, and it was urged that this improved value should be represented in the nominal capital; still later, it has been found that it now costs much more to build roads than formerly, and that the capital stock ought to be raised proportionately; and finally, it is urged that the amount of stock should be regulated by the earnings, upon a basis allowing 7 per cent interest for each \$100 of stock. Stockholders and speculators have not been particularly careful about scrutinizing the reasons and motives of this policy; for its result has, in all cases, been to enhance the market value of the stocks and afford splendid opportunities for profit. There are, however, not a few thoughtful capitalists who look upon the "watering" mania with grave apprehension, as one of the worst forms of the prevailing financial derangement.

It is not to be denied that there may be good reasons for increasing the share capital of a railroad company. In case of the building of additional road, laying additional rails not originally contemplated, or making other permanent construction improvements—it may be deemed more prudent to issue stock for these purposes, than to take the requisite means out of the current earnings; or if, for a succession of years, a moderate portion of the earnings has been devoted to these objects, there can be no objection, upon principle, to distributing among the stockholders an amount of stock corresponding to such investments. The late enormous stock dividends,

however, have been carried far beyond the limit allowed by this principle. In fact, the object of the new issues would appear to be mainly a speculative one, and no justification has been sought or cared for beyond the success of the speculation. It is, of course, within the province of the shareholders to determine how they shall have their interest in the road valued or represented. It is, however, a great mistake to suppose that by increasing the nominal capital they in the slightest measure improve the real value of the property, or augment the revenue they may derive from it. It may be that upon the basis of the present cost of construction, the roads are worth much more than their original cost; an argument which, just now, is especially urged by the advocates of dilution. But is it to be held as a sound principle, that the nominal amount of corporate capital is to be increased with the progress of the general inflation of prices and of the currency? It is generally supposed that we have already passed the climax of high prices of products and labor, and that the cost of constructing roads may hereafter show a steady decline toward the old level. Are the dilutionists prepared to follow the logic of their policy, and reduce the capital stock of the roads when the costs of construction and the value of real estate have declined? If not, they must be prepared hereafter to witness a heavy decline in the market value of their shares, unless there is a corresponding increase of business, arising from the fact that the nominal capital exceeds the real value of the roads.

It is again true that the late and present earnings of many roads are such as would enable them to pay a good dividend upon a much larger amount of capital: which fact also is presented as an excuse for "watering." But before concluding that this is a sound reason for inflating the stock capital, it may be well to ascertain the cause and the probable permanence of the improved earnings. In the first place, the increased cost of construction, within the last six years, have deterred prudent capitalists from investing in new railroad enterprises; and carrying facilities having thus been restricted, the roads have had perhaps an undue control over freights. Within the last twelve months, however, new roads have been projected in every part of the country; and, as the costs of building decline, the late prosperity of the roads will naturally induce a very active competition from new lines, materially lowering the present high scale of profits. The late high prices of grain and cotton have facilitated the exaction of high rates of freight upon produce generally; but just as certainly must the now reduced values of breadstuffs compel a reduction in the charges for carrying Western produce. The earnings basis for "watering" is thus seen to be a fluctuating one, and may hereafter just as reasonably call for a reduction of capital stock as it now warrants an increase.

It is impossible to adduce any really sound justification of the "watering" policy. It is, in most cases, simply a deceptive game played by speculative directors, who, after the inflation has been consummated, will be the first to forsake the bubble, and quietly wait to profit from the ultimate violent revulsion in values; while the attempt to draw out of the consumers of the country high charges for freight, so as to pay dividends on the increased stock, is a direct check to our material progress.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY.

This property is a consolidation of the Cleveland, Columbus and Cincinnati, with the Bellefontaine Railway Company. The consolidation was consummated and took effect May 14, 1868, but considering that the official year is to close December 31, the first annual report is made to cover the joint transactions of the two constituent companies for the full year.

To this consolidation the Bellefontaine Company contributed (from Indianapolis to Galion) 202.60 miles, and the Cleveland, Columbus and Cincinnati Company (Cleveland to Columbus 137.98 and Springfield to Delaware 49.89) 187.87 miles. Thus the total length of direct track is 390.37 miles, on which there are 29.59 miles of second track and 41.25 miles of sidings. Equivalent single 4 feet 10 inches gauge track 461.21 miles, averaging 56 lbs. per yard of rail.

The number of locomotive engines in the consolidation was 83, from the C. C. C. Company 47, and from the B. Company 36, two of which were replaced by new engines during the year, and eight others were thoroughly rebuilt. Steel tyres are being substituted for iron tyres, and so far as brought into use, have proved to be economical both in general wear and their entire freedom from breakage.

The number of passenger train cars was, at the close of the fiscal year, as follows: 43 first class and 4 second class passenger cars, 10 baggage, 5 baggage and express, and 7 mail cars. Two baggage and express cars were built during the year. The number of merchandise cars was at date as follows: 736 house, 239 live stock, 319 platform, and 21 caboose cars. Of these there were built during the year 18 house and 23 live stock, and during the same time 13 house, 14 live stock and 18 flats were condemned and broken up. The increased and growing traffic of the road, however, demands large additions to this apparently extravagant amount of equipments. The mileage service in all branches for the year is thus summed up: Passenger trains run, 768,374; freight (including switching), 1,261,755; repairs and graveling, 80,509; and fuel, 66,767—total, 2,177,407 miles. The cost per train mile for repairs was 9.21 cents. Of the total number of passengers carried over the road, viz., 546,377, the through travel numbered 76,036, and the travel from station to station 470,341. The result was a mileage of 29,770,918 miles, earning \$849,283 58, or 2.85 cents per mile. The amount of freight or merchandise (net load) was 628,356½ tons, and the transportation mileage 95,130,679½ miles, resulting in earnings, \$1,843,129 82, or 1.94 cents per mile.

The earnings and expenses accounts are given very full. From these we make up the following:

EARNINGS.		EXPENDITURES.	
Passengers.....	\$849,283 58	Operating.....	\$1,976,002 65
Freight.....	1,843,129 82	National and local taxes.....	152,161 94
Express.....	115,114 80		
Mail.....	61,918 00	Net revenue.....	28,171 p. c.
Rents.....	48,901 57	Bond interest.....	\$94,935 13
Berea branch.....	8,886 79	Dividends, 7 p. c. 731,244 50	825,179 63
Interest and dividends.....	11,943 69		
Miscellaneous.....	15,065 33	Surplus.....	8,269 46
Earnings L. M. & Col. & X RR. to Nov. 31, 1868.	8,369 98	Surplus on consolidation:	
		C. C. & C. R. RR.....	156,048 83
		Bellefontaine Railway ..	78,283 97
Total.....	\$2,962,613 62	Surplus Dec. 31, 1868.....	\$342,602 20

The following is a statement of the earnings and expenses of the consolidation for the last five years. They are simply abstract accounts, and lose much of their value from our inability to compare them with mileage of passengers and freight through the series of years. The loss in earnings may be attributed to a general lowering of rates.

Fiscal year.	C. C. & C. R. R.	Bellefontaine R. R.	Conjoint
1864.....	\$2,499,349	\$1,261,185	\$1,743,644
1865.....	2,386,134	1,550,622	1,675,164
1866.....	1,933,736	1,251,617	1,325,280
1867.....	1,894,887	1,228,434	1,487,587
1868.....			954,920
			2,962,614

The dividends paid in August and February were at the rate of 7 per cent annually. The two previous years gave to the C. C. and C. R. R. 8 per cent; and to the Bellefontaine 6 per cent. The total cost of the railroad and its equipments is \$11,936,146 30, or \$30,605 per mile. The following is the general balance sheet of the company, as of January 1, 1869:

Capital stock.....	\$11,620,000
Less held by company.....	1,159,100
C. C. & C. R. R. bonds (\$35,000 falling due yearly).....	400,000 00
B. & Indiana R. R. 1st mortgage bonds.....	770,000
Less held by company.....	51,000
B. & Indiana R. R. 2d mortgage bonds.....	740,000 00
B. & Indiana R. R. income bonds.....	16,000 00
B. & Indiana R. R. bonds past due.....	87,000 00
	2,009 00

Indianapolis, Pittsburg & Cleveland R. R. 1st mort. bonds.....	379,000 00
Indianapolis, Pitts & Cleveland R. R. 2d mort. bonds.....	\$347,000 00
Less held by company.....	6,000 00
Dividend No. 2, payable Feb. 1, 1869.....	341,000 00
Surplus fund.....	365,544 50
	242,602 20

Per contra: the charges as stated:

Cost of road and equipments.....	\$11,936,146 30
Materials on hand.....	455,314 19
Cash.....	402,040 47
Cash assets.....	137,416 02
Other assets—S. & H. Valley R. R. bonds.....	\$2,000 00
“ “ Real estate.....	30,691 61
“ “ Woods lands.....	46,701 04
“ “ Stone quarry.....	4,915 46
“ “ Bills receivable.....	18,646 31
“ “ Insurance scrip.....	475 00
Total.....	\$13,034,346 70

The report of the Board says: The results of the consolidation have been satisfactory, each part of the railway showing its fair per centage of earnings in proportion to the capital represented. It is the opinion of the Board that the mutual benefits to be derived from one organization between Lake Erie and the Eastern railroad connections at Cleveland, and the rich agricultural country traversed by the western connections in Indiana, Illinois and west of the Mississippi, will increase yearly. The Company have also aided in the construction of the Indianapolis and St. Louis R.R., and on its completion it is expected that that road will be of essential advantage to the C. C. C. & Ind. R. R.

RAILROAD EARNINGS FOR APRIL AND FOR THE FOUR MONTHS ENDING APRIL 30.

By special information obtained from several of the Companies we are enabled to compile our monthly statement of railroad earnings at an earlier period than usual.

There is not so uniform an increase in the earnings for April as was shown in the previous month, but they are still very satisfactory, and compare favorably with those for the same month of 1868. The largest increase is shown in the earnings of the Illinois Central, the Chicago, Rock Island and Pacific, and the Chicago and Alton Roads, while the Pittsburg, Fort Wayne and Chicago, and the Ohio and Mississippi Roads show a considerable decrease. In the case of the latter the falling off is accounted for by the trouble between the Erie Company and the Cincinnati, Hamilton and Dayton, which stopped the passage of through freight for a portion of the month; that difficulty having been favorably adjusted, a resumption of the full earnings may be expected.

The receipts of grain at Western ports, which affect so greatly the earnings of the principal Western roads, fell off largely with the beginning of April, and for the whole month were below those of 1868; as to the future, the accounts differ widely, some parties declaring that there is still a much larger quantity of grain to be sent forward than usual at this season, others being equally positive that very little more grain will be forwarded. The earnings which have been published for the first week in May, show a considerable increase.

The earnings for April are as follows:

RAILROAD EARNINGS FOR APRIL.		1869.	1868.	Inc.	Dec.
*Chicago & Alton.....	\$331,148	\$279,121	\$52,027		
Chicago & Northwestern.....	1,092,378	1,094,597			
Chicago, Rock Island & Pacific.....	362,301	288,700	74,200		
Illinois Central.....	595,355	518,800	76,555		
Marietta & Cincinnati.....	109,526	108,461	1,065		
Michigan Central.....	411,614	415,758			3,944
Michigan Southern.....	473,544	452,449	21,194		
Milwaukee & St. Paul.....	409,287	435,629	24,638		
Ohio & Mississippi.....	214,409	252,119			37,740
Pittsburg, Ft. Wayne & Chicago.....	729,777	770,398			40,420
St. Louis, Alton & Terre Haute.....	171,868	155,888	16,480		
Toledo, Wabash & Western.....	311,893	292,385	19,447		
Western Union.....	41,592	49,233			7,641
Total.....	\$5,306,430	5,112,848	285,556		91,964

* 431 miles in 1869, against 280 in 1868.

† Number of miles open continually increasing. Over 100 miles more were worked in April, 1869, than in the same month of 1868.

‡ Including leased lines.

For the four months from January 1 to May 1, all the roads show an increase, with the single exception of the Ohio and Mississippi. In the following table we compare the earnings of the several roads for the first four months of 1869 with the same period in 1868:

EARNINGS FROM JANUARY 1 TO MAY 1.

	1869.	1868.	Inc.	Dec.
Chicago & Alt n.....	\$1,369,385	\$1,067,470	\$321,915	....
Chicago & Northwestern.....	3,910,108	3,477,157	462,951	....
Chicago, Rock Island & Pacific.....	1,418,109	1,171,182	231,927	....
Illinois Cen ral.....	2,444,523	2,086,850	357,673	....
Mar etta & Cincinnati.....	403,867	380,975	22,892	....
Michigan C ntral.....	1,503,096	1,390,649	112,447	....
Michigan Southern.....	1,670,735	1,581,520	89,215	....
Milwa uk e & St. Paul.....	1,665,434	1,488,381	177,053	....
Ohio & Mississippi.....	832,314	961,378	-\$129,064	....
Pitts. Fort Wayne & Chicago.....	2,687,000	2,569,336	117,664	....
St. Louis, Alton & Terre Haute.....	585,539	508,257	77,282	....
Toledo, Wabash & Western.....	1,213,835	1,100,149	113,686	....
Western Union.....	180,339	175,547	4,792	....
Total.....	\$19,878,274	17,938,751	2,068,537	129,064

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending May 15, 1869. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
N. Hamp-hire. Hillsborough.....	The First National Bank of Hillsborough.....	The Suffolk National Bank of Boston.
Vermont. Royalton.....	The National Bank of Royalton.....	The National Bank of Redemption of Boston, approved in place of The National Union Bank of Boston.
Vermont. Rutland.....	The Rutland County National Bank.....	The National Bank of Redemption of Boston, approved in addition to The Importers' and Traders' National Bank of New York.
Massachusetts. Lewell.....	The Merchants National Bank.....	The Second National Bank of Boston, approved in place of The National Bank of Redemption, Boston.
Massachusetts. Nantucket.....	The Pacific National Bank.....	The Merchants National Bank of New York, approved in addition to The New England National Bank of Boston.
Massachusetts. New Bedford.....	The First National Bank of New Bedford.....	The Fourth National Bank of New York, approved in place of The Metropolitan National Bank of New York.
Massachusetts. Newburyport.....	The First National Bank of Newburyport.....	The First National Bank of New York, approved in addition to The First National Bank of Boston.
Massachusetts. Springfield.....	The John Hancock National Bank.....	The National Bank of Redemption of Boston, approved in addition to The American Exchange National Bank of New York.
New York. Brooklyn.....	The Manufacturers' National Bank of New York.....	The Fourth National Bank of New York.
Pennsylvania. Philadelphia.....	The Girard National Bank.....	The Chemical National Bank of New York, approved in place of The National Bank of North America, New York, (now in voluntary liquidation).
Kentucky. Lancaster.....	The National Bank of Lancaster.....	The Ninth National Bank of New York, approved in addition to The First National Bank of Cincinnati.
Illinois. Batavia.....	The First National Bank of Batavia.....	The Ninth National Bank of New York, approved in addition to The Second National Bank of Chicago.
Illinois. Dixon.....	The Lee County National Bank.....	The Central National Bank of New York, approved in addition to The Merchants' National Bank of Chicago.
Wisconsin. Racine.....	The First National Bank of Racine.....	The Fifth National Bank of New York, approved in addition to The National Bank of The Commonwealth, New York.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— APRIL 30.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.....	short.	12. 1/2 @ 12. 2	April 30.	short.	12 06 @ —
Antwerp.....	3 months.	25.40 @ 25.45	April 30.	short.	25.20 @ —
Hamburg.....	"	13.11 1/2 @ 13.11 1/2	April 30.	short.	13. 9 @ —
Paris.....	"	25.34 1/2 @ 25.37 1/2	April 30.	short.	25.16 @ —
Paris.....	short.	25.15 @ 25.22	April 30.	3 mos.	25.18 @ —
Vienna.....	3 months.	12.52 1/2 @ 12.57 1/2	April 30.	3 mos.	122.30 @ —
Berlin.....	"	6.27 1/2 @ 6.27 1/2	April 30.	3 mos.	6.23 1/2 @ —
Frankfort.....	"	1.30 1/2 @ 1.30 1/2	April 30.	3 mos.	120. @ —
Genoa.....	"	49 @ 49 1/2	April 25.	90 days.	50.45 @ —
Lisbon.....	90 days.	52 1/2 @ 52 1/2	April 20.	90 days.	53. 1/2 @ —
Milan.....	3 months.	26.50 @ 26.55	—	—	—
Genoa.....	"	26.50 @ 26.55	—	—	—
Naples.....	"	26.50 @ 26.55	—	—	—
New York.....	—	—	April 30.	60 days.	109 1/2 @ —
Jamaica.....	—	—	April 9.	90 days.	1 p. c. pm.
Havana.....	—	—	April 30.	60 days.	13 1/2 @ —
Rio de Janeiro.....	—	—	April 7.	"	18 1/2 @ —
Bahia.....	—	—	April 11.	"	18 1/2 @ —
Valparaiso.....	—	—	March 16.	"	46 1/2 @ —
Pernambuco.....	—	—	April 14.	"	18 1/2 @ —
Singapore.....	60 days.	4s 4d @ 4s 4d	April 12.	6 mos.	4s. 6 1/2 d. @ —
Hong Kong.....	"	4s 4d @ 4s 4d	April 5.	"	4s. 6d. @ —
Ceylon.....	"	1 p. c. dis.	March 23.	"	3 p. c. dis.
Bombay.....	"	1s 11 1/2 d. @ 1s 11 1/2 d.	April 27.	"	2s. 8-16d.
Madras.....	"	1s 11 1/2 d. @ 1s 11 1/2 d.	March 24.	"	2s. 1-16d.
Calcutta.....	"	1s 11 1/2 d. @ 1s 11 1/2 d.	April 25.	"	2s. 8-16d.
Sydney.....	30 days.	1/2 p. c. dis.	Feb. 26.	30 days.	1 p. c. 1 m.

[From our own Correspondent.]

London, Saturday, May 1, 1869.

The Board of Trade returns for March and for the first three months of the year have been published this week. They are more favorable than those for February, and they also show satisfactory results, as compared with the corresponding months last year. As regards our exports, the following are the totals:

DECLARED VALUE OF EXPORTS OF BRITISH AND IRISH PRODUCE AND MANUFACTURES.

	1867.	1868.	1869.
January.....	£12,786,842	£12,352,688	£13,621,114
February.....	14,446,072	14,340,979	13,485,026
March.....	15,148,707	14,829,349	15,697,465
Total.....	42,381,621	41,422,916	42,803,505

The total, therefore, for March in the current year is heavier than in the corresponding month in the two previous years, and is also the heaviest total in the above statement. Looking at the official returns more attentively, it is noticed that the export of coals show an increase of about 57,000 tons; linen piece goods 4,000,000 yards; iron 99,000 tons; seed oil 1,000,000 gallons; woollen cloth 250,000 yards; flannels 227,000 yards; blankets 923,000 yards; carpets and druggets 615,000 yards; and worsted stuffs 12,000,000 yards. On the other hand there is a diminution of 2,800,000 yards in the exports of woollen yarn, of 700,000 lbs. in those of linen thread, of 245,000 lbs in cotton thread, of 10,800,000 lbs. in cotton yarn, and of 61,400,000 yards in cotton piece goods.

Our imports this year have been on a large scale, and considerably in excess of previous years. The return published this week relating to the computed real value of the goods imported, embraces a period of only two months. The following figures show, however, that the value of the imports in February was £2,800,000 more than in the corresponding month last year, while in the two months it shows an increase of £4,640,000:

COMPUTED REAL VALUE OF PRINCIPAL IMPORTS.

	1867.	1868.	1869.
January.....	£10,069,755	£9,489,492	£11,493,405
February.....	15,871,175	15,434,140	18,148,799
Total.....	25,940,930	24,923,632	29,642,204

As regards cotton, the computed real value in the two months was £3,702,255, against £4,683,843 and £3,261,889; of wheat, £2,644,818, against £3,866,368, and £2,520,085; of Indian corn, £1,027,367, against £696,724, and £356,547; and of flour, £386,432, against £533,355 in 1868, and £606,681 in 1867.

The following are the leading particulars with regard to cotton:

IMPORTS IN THREE MONTHS.

	1867.	1868.	1869.
From—			
United States..... cwt.	999,403	1,631,830	1,117,812
Brazil.....	114,778	251,178	171,934
Turkey.....	33,225	4,417	17,440
Egypt.....	454,005	322,881	349,316
East Ind. Co.	147,000	238,032	328,795
China.....	3,041	32,668	42,693
Other countries.....	64,747	32,668	42,693
Total.....	1,815,219	2,430,826	2,018,822

EXPORTS IN THREE MONTHS.

	1867.	1868.	1869.
To—			
Prussia..... cwt.	50,319	37,219	66,045
Hanse Towns.....	197,118	133,365	136,973
Holland.....	93,687	147,250	121,407
Other countries.....	201,275	319,952	189,367
Total.....	542,399	747,786	513,797

Of cotton manufactures the following are the exports:

IN MARCH.

Yarn.....	12,864,530	16,577,358	13,632,548
Piece goods.....	210,093,481	249,209,459	223,852,943
Thread.....	589,884	43,063	511,971

IN THREE MONTHS.

Yarn.....	33,801,690	50,591,062	39,754,332
Piece goods.....	621,976,799	733,428,799	671,012,984
Thread.....	1,598,363	1,727,741	1,432,045

As regards our exports of cotton piece goods in the first three months of the present year, there is a diminution, as compared with 1868, of 2,600,000 yards in those to Holland; 2,890,000 yards to Portugal 750,000 yards to Illyria, Croatia and Dalmatia, 8,900,000 yards to Turkey, 5,880,000 yards to Syria and Palestine, 2,300,000 yards to Egypt, 7,800,000 yards to the foreign West Indies, 5,100,000 yards to Mexico, 8,800,000 yards to New Grenada, 1,700,000 yards to the Argentine Confederation, 14,200,000 yards to China and Hong Kong, 760,000 yards to Japan, 1,380,000 yards to Java, 1,700,000 yards to the Philippine Islands, 1,400,000 yards to the British West Indies, and of 50,490,000 yards to British India. On the other hand there is an increase of 1,200,000 yards in the shipments to Australia, 1,200,000 yards to the Hanse Towns, 3,400,000 yards to France, 8,400,000 yards to Italy, 11,000,000 yards to the United States, and 9,200,000 yards to Brazil. The following statement shows the extent of our exports to the United States in the first three months of the present and last two years:

	1867.	1868.	1869.
Alkali, cwt.....	379,061	3,643	425,478
Beer & ale, gals.....	5,369	5,071	5,093
Coals, tons.....	22,044	22,530	17,425
Piece goods, yds.....	44,144,818	39,750,098	44,714,343
Thread, lb.....	402,146	483,724	455,763
Earthenware and Porcelain pks.....	20,201	21,668	24,204
Haberdashery and Millinery, value.....	£514,866	£382,567	£397,193
HARDWARE AND CUTLERY:			
Kniv. s, forks, &c., value.....	£76,180	£47,539	£46,000
Anvils, vices, &c., value.....	£6,442	£6,130	£23,011
Manufactures of German silver, value.....	195,914	92,390	135,629

LINEN MANUFACTURES—			
Piece goods, yards.....	29,449,010	20,778,444	31,286,942
Thread, lbs.....	400,902	240,284	218,745
METALS—			
IRON—Pig, &c., tons.....	29,153	5,877	25,771
Bar, &c., tons.....	12,107	6,763	15,890
Railroad, tons.....	89,901	120,027	148,206
Castings, tons.....	128	61	41
Hoops, sheets and boiler plates, tons.....	4,492	2,560	9,096
Wrought, tons.....	2,289	968	2,463
Steel Unwrought, tons.....	5,869	2,703	4,105
Copper, wrought, cwt.....	2,517	681	1,082
Lead, pig, tons.....	1,346	2,282	1,329
Tin plates, cwt.....	216,842	243,901	420,025
Oilseed, galls.....	310,824	87,114	38,551
Salt, tons.....	39,245	44,460	43,536
SILK MANUFACTURES—			
Broad piece goods, &c., yards.....	196,905	130,369	157,617
Handkerchiefs, scarfs, &c., dozens.....	405	52	532
Ribbons of silk only, lbs.....	12,280	9,253	4,776
Other articles of silk only, value.....	£18,063	32,181	40,688
Silk manuf.'s mixed with other materials.....	424,704	19,793	29,749
Spirits, British, galls.....	7,977	14,700	16,650
Wool, lbs.....	8,314	33,781	943,371
WOOLEN AND WORSTED MANUFACTURES—			
Cloth, yards.....	2,055,665	1,518,652	1,356,658
Carpets and druggets, yards.....	1,528,291	865,544	1,537,901
Shawls, rugs, &c., number.....	58,046	31,951	28,473
Worsted stuffs, yards.....	16,768,185	19,952,440	24,709,560

During the past week business throughout the manufacturing districts has been very quiet, and the utmost caution has been observed in all departments. Cotton, wool, jute, and other similar articles have been in very moderate request, and prices have had a drooping tendency. With regard to the state of trade at Manchester, a report states as follows:

This market has been nearly as quiet this week as it was in the preceding one, when business was almost totally suspended. A few transactions have occurred daily, but the supply of both yarn and cloth has exceeded the demand, and the sales have not been sufficient to sustain prices at last week's quotations, and stocks of both cloth and yarn begin to show some signs of increasing. Producers, accordingly, are more easily dealt with, and have in some cases submitted to prices which they would not accept on Tuesday. On the whole, however, prices have not given way much, considering how little business has been going on, and a fair number of offers at low rates have been refused to-day.

The demand continues very languid in all sections of the market. The cotton market has continued very quiet throughout the week, but, although holders have been free sellers, prices have not given way much. The imports are only light this week, owing to the easterly winds which have prevailed, but spinners have abstained from buying more than their immediate wants required. This flatness in the cotton market has had the usual effect upon the German buyers in this market, who have done almost no business during the week, and until they have disposed of their previous purchases they are not likely to resume business here on a large scale, unless they are tempted by producers accepting lower prices than they are at present disposed to take.

The trade for railroad iron is still firm, and a good business is doing. Some fresh engagements have been entered into on American account. The Russian season is now fairly opened, and shipments are being rapidly made. During the week several vessels have left for Cronstadt; and should no scarcity of tonnage arise, the exports of the present season are certain to be very considerable. One shipbroker has entered into a contract this week to convey 50,000 tons to Cronstadt before the close of the season. There is also a fair prospect of an increase of trade with India this year, the Secretary of State having already advertised for additional supplies; and it is also expected that before long rails will be wanted in connection with the Australian railways.

The weather continues very brilliant, and from all parts of the country the accounts respecting the growing crops are extremely satisfactory. The young wheat plant looks remarkably strong and healthy, and it is even asserted that the prospect is more encouraging than it was at this time last year. The crop of Spring corn also promise to be more abundant, while the hay crop looks very favorable, which is greatly to be desired, for hay has been a very dear commodity in this country for many months past. The month of April has been a very remarkable month, and vegetation has made great as well as healthy progress. A letter from Yorkshire states that in the farming districts of North and East Yorkshire wheat has never looked better, and, indeed, has thickened so much from the genial winter in some places that part of the crop has been harrowed up. Spring corn has come up rapidly, and has grown fast, except that a sharp northeast wind has somewhat checked its growth this week. Where not closely grazed during winter, seeds and pastures are full of promise, but mostly are late. The quantity of corn, feeding cake, &c., giving to stock during the scarcity of the past four months must have had, and indeed is having, its effect, and a rich growth of grass is anticipated. Farm work has got forward, and attention is thus early being turned to the potato and turnip lands, which work well. The lamb crop is everywhere a good one and healthy. Our imports of wheat continue to fall off to a considerable extent. In April they were over 1,000,000 cwt less than in the same month last year, and since the commencement of the season are about 5,000,000 cwt less than in 1867-8. It is to that cause, and to the shortness of the stocks held by the millers that there has been rather more activity in the trade; but the fineness of the weather has precluded the possibility of a rise in

values. On the other hand, indeed, Russian produce has sold at rather lower prices; but other descriptions have commanded previous rates. The following are the imports and exports of wheat and flour into and from the United Kingdom since the commencement of the season:

	WHEAT.		Exports.	
	Imports.			
	1867-8.	1868-9.	1867-8.	1868-9.
	cwt.	cwt.	cwt.	cwt.
Sept. 1 to March 27.....	21,085,733	17,089,997	563,545	115,577
Week ending April 3.....	801,734	429,543	6,083	6,146
" " 10.....	828,476	315,703	13,261	593
" " 17.....	714,712	463,943	3776	152
" " 24.....	707,591	598,079	30,752	160
Total.....	24,248,416	18,894,265	557,397	122,808
FLOUR.				
Sept. 1 to March 27.....	2,082,747	2,393,814	32,508	21,251
Week ending April 3.....	40,300	60,097	1,276	483
" " 10.....	53,793	75,701	114	729
" " 17.....	10,491	102,693	1,336	344
" " 24.....	52,639	80,258	928	88
Total.....	2,329,970	2,712,563	36,162	22,905

The average prices of English wheat, barley and oats in the principal markets of England and Wales last week, compared with the four previous years were:

	1869.	1868.	1867.	1866.	1865.
Wheat.....per qr.	45 5	73 11	62 11	45 5	39 5
Barley.....	43 6	45 2	39 1	36 3	30 0
Oats.....	26 9	28 2	25 6	24 6	22 7

Not very long since I led you to expect some failures in the corn trade. One London firm has been compelled to call its creditors together this week, and it is feared that other firms are seriously embarrassed. The difficulties, however, are in connection with the heavy fall which has taken place during the last four or five months in the value of barley, oats, beans, peas, and indian corn; and not so much with the rapid decline in the price of wheat. Our own wheat crop was so large, and the accounts from abroad were so very satisfactory that a heavy decline in the value of that commodity was inevitable, and consequently the whole trade have operated with the utmost caution throughout the season. Such has not, however, been the case with regard to spring corn. The crops here were so very deficient that the trade were of opinion that high prices would have been maintained throughout the season; but high quotations have attracted larger supplies of foreign produce than had been anticipated, and the result has been that the rates have heavily, and, to the importer, seriously declined. The abundant receipts of Indian corn have also very materially hastened the downward movement in the value of feeding stuffs.

The money market has not presented any feature of great importance. The advance in the New York exchange to 169½ has had some influence in promoting ease, but a heavy settlement in the London Stock Exchange and also on the Paris Bourse has created some additional demand for accommodation. The quietness of trade, and the apathy with which new loans are received by the public are clearly in favor of continued ease, but considering the proneness of several of our large financial houses to embark in foreign loans, it is certainly advisable that the Bank minimum should remain at four per cent. The Russian, Spanish, and Danubian loans have commanded very little attention on this side, but the Russian loan has been well received in Paris. The following are the present quotations for money, compared with those of last year:

	1868.		1869.	
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	2	4	4 months, ba'k bills 2½@2¾	3¼@4
Open market rates:			6 months' ba'k bills 2¼@3	3¼@4
30 and 60 days' bills 2 @—	3½@—		4 and 6 trade bills..	3¼@4 4 @5
3 months, bills.....	2 @2½	3½@—		

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under:

	'68.		'69.	
	1	3	1½	3½
Joint stock banks.....	1	3	Disc't houses, 7 days notice..	1½ 3½
Discount houses, at call.....	1	3	do 14 do	1½ 3½

On the Continent the principal feature is a firm market at Hamburg; but in other Continental cities the money market has been very quiet.

The following are the quotations:

	—B'k rate—		—Op. m'kt—	
	1868.	1869.	1868.	1869.
At Paris.....	2½	2½	1½-2	1½-2
Vienna.....	4	4	4	4
Berlin.....	4	4	2½-3	3½
Frankfort.....	2½	3½	1½-2	3½
Amst'rd'm.....	2½	3	2-2½	2½
Turin.....	5	5	—	—
Brussels.....	2½	2½	2½-3	2½-3
Madrid.....	5	—	—	—
Hamburg.....	—	—	1½	4½
St. Pet'g.....	7	6½	7½	6-6½

There are no material variations in the rates of foreign exchange this week. Gold, however, continues to be taken for export and the Continent; but the demand is not strong. Silver is quieter owing to the announcement that the Indian Government will recommence to draw bills on Calcutta and Madras on Wednesday next. The following prices of bullion are from Messrs. Pixley, Abell & Langley's circular:

GOLD		s. d.	s. d.
Bar Gold.....	per oz. standard.	77 9	@—
do fine.....	do last price.	77 9	@—
do Refinable.....	do last price.	77 11	@—
Spanish Doubloons.....	per oz. nominal.	76 0	@77 0
South American Doubloons.....	do	73 9	@74 0

SILVER.

Bar Silver Fine.....	per oz. standard.	s. d.	s. d.
do do containing 5 grs. gold..	do	5 0	5 1
Fine Cake Silver.....	per oz. last price.	5 5	5 5
Mexican Dollars.....	per oz.	4 11	4 11

Business in the Stock Exchange has been quiet. Consols on the rising New York Exchange were firm in the early part of the week; but yesterday the market was much weaker in consequence of the recent outrages in Ireland. The revival of the Alabama question was also productive of some flatness in the market. United States Five-twenty bonds have been alternately flat and firm. The market closed yesterday, however, with a firm appearance. Atlantic and Great Western railway securities have experienced a heavy fall, and Erie railway shares are also much lower. The following are the highest and lowest prices of Consols and the principal American securities on each day of the week:

	May 1.	Monday.	Tuesday.	Wed'day.	Thu'day.	Friday.	Sat'day
Consols.....	93½-93¾	93½-93¾	93½-93¾	93½-93¾	93½-93¾	93½-93¾	93½-93¾
U. S. 5-20's, 1882.....	80½	80½	80½	80½	80½	80½	80½
U. S. 5-20's, 18-5.....	78½-78¾	78½-78¾	78½-78¾	78½-78¾	78½-78¾	78½-78¾	78½-78¾
U. S. 5-20's, 1887.....	79½-79¾	79½-79¾	79½-79¾	79½-79¾	79½-79¾	79½-79¾	79½-79¾
U. S. 10-40's, 1904.....	73½	73½	73½	73½	73½	73½	73½
Atlantic & Gt. West.							
consol'd mort. b'ds.....	25½-26½	25½-26½	25½-26½	25½-26½	25½-26½	25½-26½	25½-26½
Erie Shares (\$100).....	22½-22¾	22½-22¾	22½-22¾	22½-22¾	22½-22¾	22½-22¾	22½-22¾
Illinois shares (\$100).....	98	98	98	98	98	98	98

The following statement shows the present position of the Bank of England, compared with the state of its resources at this date since 1855. It also exhibits the *minimum* rate of discount, the price of Consols, wheat, middling Upland cotton, and No. 40 mule yarn at this date since 1855:

	1855.	1856.	1857.	1858.	1859.
Circulation.....	22,172,011	23,309,819	23,779,312	24,616,853	23,493,375
Public deposits.....	6,712,465	4,922,901	7,052,501	4,890,109	4,953,002
Private deposits.....	14,069,280	13,587,965	17,793,917	19,916,893	16,968,181
Government securities.....	10,981,441	10,694,254	12,886,314	12,277,696	14,520,798
Other securities.....	10,274,907	20,380,346	19,169,334	18,983,775	17,083,093
Reserve.....	7,726,574	5,636,370	10,949,230	11,481,781	7,341,245
Gold and bullion.....	14,679,974	13,509,140	19,248,895	20,632,886	16,981,179
Bank rate.....	4½ p. c.	7 p. c.	3 p. c.	2 p. c.	4 p. c.
Consols.....	90½	91½	91½	91½	91½
Price of wheat.....	38s. 3d.	45s. 6d.	62s. 11d.	73s. 11d.	45s. 6d.
Mid. Upland cotton.....	14½d.	13½d.	11½d.	12½d.	11½d.
40 mule yarn, fair 2d quality.....	1s. 7½d.	2s. 3d.	1s. 6d.	1s. 4d.	1s. 3d.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—Consols have not recovered from the decline of last week, closing to-night at the same figures as on last Friday evening. United States Five-Twenty bonds have shown considerable strength during the week, although a fraction lower to-day. Railway shares have ruled firm all the week, and a material advance gained in the quotations of all classes of securities. United States bonds at Frankfurt have ruled dull and generally weak, closing to-night at 84½ for the old issue.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
" for account.....	92½	92½	92½	92½	92½	92½
U. S. 5's (50's) 1862.....	77½	78½	78½	78½	78½	78½
Illinois Central shares.....	94½	95½	95½	95½	95½	95½
Erie Railway shares.....	17½	18½	19½	20½	21	21
Atl. & G. W. (consols).....	23½	24	24½	24½	24½	24

The daily closing quotations for U. S. 5's (1862) at Frankfurt were—

Frankfurt.....	84½	85½@86	85½-½	84½	84½
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—There was considerable firmness apparent in the tone of the breadstuffs market during the earlier portion of the week, but towards the close a dulness sprang up and the market closes dull with a declining tendency.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western).....	21 6	21 6	21 6	21 6	21 6	21 6
Wheat (No. 2 Mil. Red) p. cti.....	8 7	8 8	8 10	8 10	8 8	8 8
" (California white).....	9 4	9 4	9 4	9 4	9 4	9 4
Corn (W. mix'd) p. 480 lbs n/w.....	27 0	27 0	26 9	26 6	26 6	26 3
Barley (Canadian), per bush.....	5 0	5 0	5 0	5 0	5 0	5 0
Oats (Am. & Can.) per 45 lbs.....	3 4	3 4	3 4	3 4	3 4	3 4
Peas..... (Canadian) per 504 lbs.....	38 0	38 0	38 0	38 0	38 0	38 6

Liverpool Provisions Market.—Provisions have ruled generally dull, and quotations of Pork, Bacon and Lard show a further decline of 2s., 6d. and 1s. 6d., respectively. Beef and Cheese unchanged. The market closes quiet.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 304 lbs.....	90 0	90 0	90 0	90 0	90 0	90 0
Pork (Rtu. pr. mess) p. 200 lbs.....	101 6	101 0	101 0	101 0	100 0	100 0
Bacon (Cumb. cut) p. 112 lbs.....	60 0	60 0	60 0	60 0	59 6	59 6
Lard (American).....	68 6	68 6	68 0	68 0	67 6	67 6
Cheese (fine).....	83 0	83 0	83 0	83 0	83 0	83 0

Liverpool Produce Market.—There are but few changes to notice in this market, the different articles in the reported list generally remain

ing quiet and steady at the rates ruling last week. Rosin is 6d. better, while Spirits Turpentine is 1s. and Tallow 6d. lower.

	Sat.	Mon.	Tu.	Wed.	Th.	Fri.
Rosin (com Wilm.) per 112 lbs.....	4 9	4 9	4 9	4 9	4 9	5 0
do Fine Pale.....	15 0	15 0	15 0	15 0	15 0	15 0
Sp turpentine.....	29 0	28 6	28 6	28 6	28 0	28 0
Petroleum (std white) p. 8 lbs.....	1 8½	1 8½	1 8½	1 8½	1 8½	1 8½
" spirits..... per 8 lbs.....	0 8½	0 8½	0 8	0 8	0 8	0 8
Tallow (American) p. 112 lbs.....	44 0	44 0	44 0	44 0	43 6	43 6
Clover seed.....						
Linseed oil..... per ton.....	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0

London Produce and Oil Markets.—Sugar has ruled active throughout the week, closing buoyant for both on the spot and to arrive although not quotably higher than the prices current during the week. Calcutta Linseed advanced 6d. at the close to 60s. Linseed Cakes continue to be quoted at £9 15s. @ £10 per ton for oblong. Spermin Oil has recovered £1, closing at £101. Whale Oil unchanged.

	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Lins'd cake (obl) p. tn. £10.....	0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0
Linseed (Calcutta).....	0 59 6	0 59 6	0 59 6	0 59 6	0 59 6	0 60 0
Sugar (No. 12 Delistd).....						
per 112 lb.....	39 3	39 3	39 3	39 3	39 3	39 3
Spermin oil.....	100 0 0	101 0 0	101 0 0	101 0 0	100 0 0	101 0 0
Whale oil.....	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and in general merchandise, the total being \$7,672,849, against \$9,703,952 last week, and \$5,855,230 the previous week. The exports are \$4,622,424 this week, against \$2,809,834 last week, and \$4,471,695 the previous week. The exports of cotton the past week were 8,962 bales, against 10,090 bales last week. The following are the imports at New York for week ending (for dry goods) May 7, and for the week ending (for general merchandise) May 8:

	1866.	1867.	1868.	1869.
Dry goods.....	\$1,006,753	\$1,351,921	\$1,127,659	\$1,455,736
General merchandise.....	3,253,368	3,504,756	3,091,247	6,187,113
Total for the week.....	\$4,260,121	\$4,856,677	\$4,218,906	\$7,642,849
Previously reported.....	110,855,752	90,277,705	51,463,497	108,497,526
Since Jan. 1.....	\$115,622,873	\$95,439,352	\$85,681,403	\$116,170,315

In our report of the dry-goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 11:

	1866.	1867.	1868.	1869.
For the week.....	\$7,738,972	\$9,235,734	\$3,434,538	\$4,622,424
Previously reported.....	37,402,222	11,920,222	61,677,926	55,570,942
Since Jan. 1.....	\$91,141,509	\$75,155,956	\$65,112,464	\$60,193,66

The value of exports from this port to different countries (exclusive of specie) for the past week, and since January 1, compared with the corresponding time of last year, is shown in the following table:

To	Since Jan. 1.	Same time
Great Britain.....	\$31,319,660	\$35,674,901
France.....	1,799,623	2,269,612
Holland and Belgium.....	2,015,974	2,132,301
Germany.....	6,678,206	4,886,162
Other Northern Europe.....	1,132,146	652,389
Spain.....	850,733	466,517
Other Southern Europe.....	2,015,198	1,686,897
East Indies.....	49,163	30,820
China and Japan.....	1,179,314	1,008,586
Australia.....	704,516	885,436
British N. A. Colonies.....	1,310,703	1,477,588
Cuba.....	1,739,114	2,662,069
Haiti.....	396,880	1,013,157
Other West Indies.....	3,029,356	3,219,545
Mexico.....	573,232	688,503
New Granada.....	625,870	1,351,059
Venezuela.....	254,523	252,201
British Guiana.....	539,215	496,169
Brazil.....	1,115,610	1,320,032
Other S. American ports.....	1,572,383	1,023,214
All other ports.....	404,603	461,890

The following will show the exports of specie from the port of New York for the week ending May 8, 1869:

	May 4—St. German's, Paris,	May 6—St. Columbia, Havana,
Mexican dollars.....	\$25,750	Spanish doubloons \$125,000
Gold bars.....	68,900	" 7—St. City of Mexico,
Silver bars.....	2,400	Havana.
" 5—Sch. John Atwood,		Spanish doubloons 186,000
San Blas.		" 8—St. City of Baltimore,
American silver.....	2,000	Liverpool.
" 6—St. John Donau, Bro.		British gold..... 14,640
Foreign silver.....	1,200	
Total for the week.....		\$425,890
Previously reported.....		10,914,451
Total since Jan. 1, 1869.....		\$11,940,341

	Same time in	Same time in
1867.....	\$25,849,903	1859..... \$20,431,939
1868.....	11,161,843	1858..... 11,333,491
1869.....	8,201,711	1857..... 11,422,045
1866.....	6,636,549	1856..... 9,477,159
1865.....	19,816,783	1855..... 11,457,549
1864.....	17,867,475	1854..... 10,583,446
1863.....	14,371,423	1853..... 4,991,005
1862.....	2,904,791	1852..... 9,823,899
1861.....	11,314,821	

The imports of specie at this port during the past week have been as follows:

May 3—St. Alaska, Aspinwall,	Gold.....	\$2,781	May 5—Sch. Tampico, Tampico,	Gold.....	\$126,480
Gold dust.....	400		Silver.....	300	
Silver.....	2,000		6—St. Scotia, Liverpool,	Gold.....	960
3—B'g La Creole, Curacao,	Gold.....	565	8—St. Eagle, Havana,	Silver.....	15,075
Silver.....	133				
5—St. Cimbria, Hamburg,					
Total for the week.....		\$148,803			
Previously reported.....		8,314,442			
Total since Jan. 1 1869.....		\$8,463,145			
Same time, 1868.....		2,317,142			
Same time, 1867.....		892,614			

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks

Date.	For Circulation.	For U. S. Deposits.	Total.
Feb. 6.....	342,555,900	34,492,350	377,048,250
" 13.....	342,555,900	34,391,350	376,947,250
" 20.....	342,557,900	34,217,350	376,775,250
" 27.....	342,613,900	33,051,350	375,665,250
Mar. 6.....	342,622,900	33,116,350	375,739,250
" 13.....	342,667,900	32,966,350	375,634,250
" 20.....	342,690,200	32,716,350	375,406,550
" 27.....	342,740,100	32,413,350	375,153,450
April 3.....	342,740,300	32,428,350	375,168,650
" 10.....	342,795,300	30,875,350	373,670,650
" 17.....	342,693,300	30,555,350	373,248,650
" 24.....	342,693,300	30,455,350	373,148,650
May 1.....	342,736,800	30,255,350	372,992,150
" 8.....	342,749,800	30,155,350	372,905,150

2.—National bank currency issued (weekly and aggregate), and the amount (including worn-out notes) returned, with the amount in circulation at date:

Week ending.	Current week.	Aggregate.	Notes returned.	Notes in Circulation.
Feb. 6.....	295,460	312,383,406	12,514,140	299,789,247
" 13.....	197,240	312,530,726	12,787,949	299,742,777
" 20.....	202,600	312,733,326	12,913,249	299,819,777
" 27.....	192,810	312,926,166	13,011,149	299,915,017
Mar. 6.....	128,610	313,055,716	13,150,698	299,905,018
" 13.....	145,600	313,200,316	13,299,213	299,901,103
" 20.....	100,810	313,301,736	13,446,893	299,854,840
" 27.....	259,160	313,460,896	13,564,573	299,896,323
April 3.....	136,860	313,597,756	13,785,923	299,811,833
" 10.....	99,050	313,796,806	13,985,051	299,811,755
" 17.....	505,880	314,100,686	14,301,951	299,800,735
" 24.....	157,490	314,260,176	14,498,051	299,762,125
May 1.....	241,515	314,501,721	14,631,961	299,869,760
" 8.....	129,320	314,641,041	13,824,576	299,806,465

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed:

Week ending.	Received.	Distributed.	Destroyed.
Feb. 6.....	869,000	604,831	638,618
" 13.....	906,000	166,850	412,000
" 20.....	891,000	224,850	637,700
" 27.....	839,000	239,800	448,800
Mar. 6.....	229,610	411,462	309,185
" 13.....	562,500	350,700	759,500
" 20.....	538,500	683,099	431,921
" 27.....	428,626	452,253	563,235
April 3.....	495,000	295,203	574,730
" 10.....	476,230	406,000	536,600
" 17.....	228,000	503,150	500,900
" 24.....	None	571,800	607,000
May 1.....	None	330,183	438,900
" 8.....	None	296,890	656,503

PACIFIC RAILROAD OPEN.—The following statement of time and distances is given by the *Western Railroad Gazette*:

	Miles.	Hours.
New York to Chicago, Ill.....	911	39½
Chicago to Omaha, Nebraska.....	491	24½
Omaha to Bryan.....	223	10½
Bryan to Ogden, Utah.....	278	12½
Ogden to Elko, Nevada, via Central Pacific Railroad.....	465	31
Elko to Sacramento, California, via Central Pacific Railroad.....	117	3½
Sacramento to San Francisco, via Western Pacific Railroad.....	3,353	161½

Thus a total distance of 8,753 miles is made, according to the present schedule time, in 6 days and 17½ hours, actual time, by a traveler's watch, from which we deduct 3½ hours, difference of time, when going West, leaving the apparent time consumed in making the trip 6 days and 14 hours.

At San Francisco the mails will connect with the various steamship lines running on the Pacific, and may be landed at Honolulu in nine days from that city, or 15½ days from New York. They can reach Japan in 19 days from San Francisco, or 25½ days from New York, or 33 to 34 days from Great Britain—thus beating the British mails sent via Suez, three to four weeks. The trip between Yokohama, Japan, and either Hong Kong or Shanghai, is readily accomplished by the Pacific Mail steamships in from five to six days, which, added to the time in reaching Japan, will give the through time necessary to reach either of the above named ports of China. The mails for Australia, it is thought, will hereafter go via San Francisco, as the Australian and New Zealand Steamship Company intend transferring the terminus of their line, which has been running from Sydney to Panama, so as hereafter to run from Australia to Taluti, thence to Honolulu, and thence to San Francisco, making 28 days schedule time, which will give us monthly mail to Australia in 34 or 35 days through time.

—The *Lafayette Gazette* says: "Indiana will not long be behind her sister States in the amount and extent of her railroad interests. There are now in running order, within the border of this State, 2,566 miles of first-class railroad. The Tracks, engines, shops, and all their property complete was valued, one year ago, at \$164,224,000. The three roads that have the greatest number of miles of track are the Ohio & Mississippi, Louisville, New Albany & Chicago, and the Indianapolis,

Cincinnati and Lafayette, according to their old plats; but since the consolidation of the Indiana Central, Union, and Logansport, and Chicago and Air Line into the Columbus and Indiana Railway, the latter takes the lead of all; and, in a few days, the track to Vincennes will be added also. The construction of the new line to connect with the Alton and St. Louis Road, is a fixed fact. The Pittsburgh and Fort Wayne, and the Cleveland, Columbus, Cincinnati and Indianapolis Railway, guarantee the means for building it. The route has been surveyed and plotted, portions of it have been put under contract, and all will be in running order by next Fall. The building of this road will give two competing parallel railroad lines from St. Louis to New York, via Pittsburgh, and both running through fine coal and iron beds between Indianapolis and Terre Haute. The work upon the Crawfordsville and Denville Road is progressing finely, and it is expected the iron will be laid from Crawfordsville to Indianapolis by the 26th inst.

THE CINCINNATI, HAMILTON AND DAYTON AND THE ERIE RAILWAY DIFFICULTY SETTLED.—The *Cincinnati Commercial* of April 29th has the following:

"We learn, by a private telegram from New York, that the recent difficulty between the Cincinnati, Hamilton and Dayton and the Erie Railway Companies has been amicably settled. The details of the arrangement have not been made public, but the main features, we understand, are about as follows: The contract is for ten years, and goes into effect immediately. The Erie is to have the exclusive use of the broad gauge track for a through business only; the local traffic, both passenger and freight, is expressly reserved to the Cincinnati, Hamilton and Dayton; the Erie runs its own trains, and receives and delivers its own freight, at its own expense. For the use of the track merely, including necessary depot facilities, the Cincinnati, Hamilton and Dayton is to receive one hundred and eighty thousand dollars per annum, in monthly installments of fifteen thousand dollars each, payable in advance. All damages and losses to be paid by the party causing the same.

"This arrangement would seem to be advantageous to both roads. While the Erie gets all that she needs, the Cincinnati, Hamilton and Dayton at the same time receives a handsome return on a hitherto profitless investment.

"Besides the one hundred and eighty thousand dollars from the Erie, the Cincinnati Hamilton and Dayton now receives from another company twenty-five thousand dollars per annum for track privileges on six miles of road; thus making its income from rents alone, two hundred and five thousand dollars, or very nearly 6 per cent on its entire capital stock of \$3,500,000. With such a showing, and such prospects, the stock of the Cincinnati, Hamilton and Dayton should take rank among the safest and most profitable railway investments in the United States."

In this connection it is worthy of remark that the Ohio and Mississippi Railroad lost a great portion of its through freight while the difficulty lasted, and this fact accounts for a decrease in the April earnings.

—A proposition has been submitted to the Massachusetts Legislature to consolidate into one road the Boston and Lowell, Nashua and Lowell, Nashua and Concord, Northern Vermont Central and Ogdensburg Railroads, covering the entire line between Boston and Ogdensburg, N. Y. It is proposed to call it the Great Northern Railroad. The bill authorizes the purchase of all the above named roads, and limits the capital stock of the new corporation to the capital stock and amount of indebtedness of the several roads, with the railroad and steamboat lines now leased by them, which the corporation is also empowered to buy, the whole to be upon terms to be mutually agreed upon, and to be ratified by a majority of the stockholders of each road at a meeting to be called for the purpose. It is understood that all the roads above mentioned are in favor of the consolidation. A hearing upon the matter will be given at a future day.

—The Indianapolis and Chicago Air Line Railroad, by which the present distance by rail between Chicago and the capital and principal city of Indiana will be shortened twenty miles, is contemplated. The route was partially surveyed two years ago, and it is proposed to have it extend through five different county seats in Indiana—Frankfort, Clinco County; Delhi, Carroll County; Monticello, Pike County; Rensselaer, Jasper County, and Crown Point, Lake County. The Counties of Jasper and Clinton are now wholly without railway facilities, and the construction of the proposed line will bring these important localities in direct connection with Chicago. The right of way, from Indianapolis to the city limits of Chicago, has already been procured.

—Steel rails, it is reported, are to be laid on the entire length of the railroad from Paris to Marseilles. The change from iron to steel will require 137,000 tons of steel. From experiments made by the company, it has been calculated that in the vicinity of the stations iron rails will not last over four years, and on the whole line not over eight or ten years.

—The *Augusta Chronicle and Sentinel* mention a rumor that negotiations are pending between the Central and Georgia Railroads for a discontinuance of work on the Macon and Augusta Road beyond Milledgeville, the Central to discontinue the Madison branch and aid the Rabun Gap extension from Athens.

—The Baltimore City Council have granted the right of way through the streets of Baltimore to the Baltimore and Potomac Railroad Company for the construction of the road to Acquia Creek and a branch road to Washington.

—A dispatch dated Sacramento, Cal, announces the arrival in that city of a train of Springfield cars, which were the first to cross the continent.

The Bankers' Gazette.

DIVIDENDS.

The following Dividend has been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE	WHERE PAYABLE	BOOKS CLOSED.
Railroad.				
St. Louis, Alt. & T. H. pref.	7	June 1.	Company's Office.	May 25

FRIDAY, May 14, 1869, P. M.

THE MONEY MARKET—There is little variation in the course of money from the feature noted last week. With the banks there is a steady gain in deposits, and private bankers also are receiving deposits from their country correspondents. The condition of the money markets of the interior cities is growing easier, and the surplus funds at those points gradually graduate toward this centre. The payment of coin interest by the Treasury and the weekly government sales of coin have increased very materially the reserve of the banks, which has a tendency to encourage freer lending. There is, however, a very free demand for discount at the banks, so that the easier condition of the supply does not appear in any material change in the rate for call loans. Brokers are able, in some instances, to borrow at 6 per cent on stocks but the general rate on stock loans is 7 per cent and on governments 6 per cent.

Discounts of prime paper are generally done at 7@8 per cent, with exceptions at 9 per cent.

The following are the quotations for loans of various classes:

	Per cent.		Per cent.
Call loans	7	Good endorsed bills, 3 & 4 months	8 @ 10
Loans on bonds & mort.	7	do single names	10 @ 12
Prime endorsed bills, 2 months	7 @ 8	Lower grades	12 @ 15

UNITED STATES BONDS—The bond market has been, on the whole, active and firm. The London market has recovered from the slight panic noted at the close of last week, and Five-Twenties have advanced from 76½, the lowest point of depression, to 79. Concurrently, the price of gold has advanced 2 points; so that a basis has thus been formed for a material rise in bonds here, and Sixty-Twos have advanced from 117½ on Friday last to 120½ to-day, and Sixty-Sevens from 115½ to 118½. On Wednesday the Government received tenders for the sale of \$1,000,000 Five-Twenty bonds of any issue. The total offers of bonds amounted to \$1,382,000, the prices ranging from 115.50 for registered Sixty-Twos to 117.85 for coupon Sixty-Sevens. The accepted offers were for \$500,000 Sixty-Fours, coupons, at 115.50; \$75,000 do. do. at 115.53; \$100,000 Sixty-Twos, reg., at 115.50; \$200,000 Sixty-Twos, reg., at 115.52; and \$25,000 Sixty-Fours, reg., at 115.53. The taking of \$1,000,000 bonds off the market, with a very light supply at the time, has not been without its effect upon prices, quotations having since ranged about ½ per cent higher.

Some moderate amounts of bonds have been sent to Europe during the week; but the condition of the foreign markets is not such as to encourage free shipments. To-day bonds opened at London at 78½—a decline of ½—were next quoted at 78½, and at the close fell back to 78½; which course of prices produces a little uneasiness among foreign bankers holding bonds, and has induced some sales by that class of dealers.

A temporary weakness in the market was produced by a Washington dispatch, stating that the Secretary of the Treasury does not propose to cancel the bonds, but simply to save the interest, holding the securities to be reissued if the necessities of the Treasury require such a course. This report, however, has since been authoritatively contradicted, and assurance is given that the bonds will be formally cancelled on purchase.

The following are the closing prices of leading government securities, compared with preceding weeks:

	April 2.	April 9.	April 23.	April 30.	May 7.	May 14.
U. S. 6's, 1881 coup.	115½	116½	117½	118½	118½	121½
U. S. 5-20's, 1862 coup.	118½	120½	121	121½	117½	120½
U. S. 5-20's, 1864	113½	115	116½	117½	113½	116
U. S. 5-20's, 1865	115½	117½	118½	119½	114½	116½
U. S. 5-20's, 1866, July cpn	112½	113	115	116½	115½	118½
U. S. 5-20's, 1867, coup.	112½	113½	115	116½	115½	118½
U. S. 5-20's, 1868	112½	113½	115	116½	115½	118½
U. S. 10-40's	105½	105½	106½	108½	107½	109

The proportion of registered and coupon bonds of each issue of Five-Twenties as now outstanding is as follows:

	Coupon Bonds.	Reg'd Stock.
1862, May and November	\$355,889,350	\$128,882,350
1864, May and November	65,032,500	64,412,000
1865, May and November	140,510,400	62,516,800
1865, January and July	323,283,100	79,715,850
1867, January and July	298,633,350	80,889,350
1868, January and July	35,298,350	7,348,000
Total	\$1,178,635,100	\$423,953,350
Total all Five-Twenties		\$1,602,588,350

STATE BONDS—In this class of securities there has been little variation calling for note. As yet the speculative movement in stocks has not extended to State securities, and in the way of investment the movement is quite limited. Prices range very close upon those of last week.

	May 7.	May 14.		May 7.	May 14.
Tennessee Sixes, x c.	68	68½	Louisiana Sixes, levee	69	70
Tennessee Sixes, new	66½	67½	Louisiana Eigh s, levee	88	89½
North Carolina Sixes, old	60	60½	Alabama Fives	67	67
North Carolina Sixes, x c	55	55½	Alabama Eighs	102	102
Virginia Sixes, old	58½	58	Georgia Sixes	83	83
Virginia Sixes, new	63	63	Georgia Sevens	96	96
Louisiana Sixes	73½	73½	Missouri Sixes	83½	89

RAILROAD AND MISCELLANEOUS STOCKS—The course of business at the Stock Boards has been interrupted by the charge of arrangements growing out of the amalgamation of the Stock Exchange, Open Board of Brokers and the Government Board under one organization. The combined board retains the name of the New York Stock Exchange, and now comprises 1,031 members, with about \$750,000 in its treasury. Advances have been made by the Gold Room looking to its joining the consolidation; and it appears probable that such a course may be adopted, in which event the funds of the Exchange would be increased to about \$1,000,000 and a fine new building for the accommodation of the enlarged organization would probably be erected.

The market has showed a sharp reaction from the depression noted at the close of last week. The prospect of stock dividends and consolidations upon some six or eight principal roads produces a strong feeling among outside operators in favor of higher prices, and the cliques find little difficulty in unloading upon the street, when it suits their purpose to do so. The market has had little stimulus from the Vanderbilt stocks, the suspense as to the fate of the Consolidation and the Certificate bills having had a tendency to keep them quiet. To-day, however, it was announced apparently on good authority that the bills will be certainly signed this week, a report which is apparently confirmed by the fact that the stocks have to-day shown much firmness. From a comparison below it will be seen that prices range generally much higher than last week, the advance being entirely due to the speculative considerations above noted.

The following were the closing quotations of the regular board compared with those of the six preceding weeks:

	Mar 25.	April 2.	April 16.	April 23.	April 30.	May 7.	May 14.
Cumberland Coal	30	30½	31	31	31	31	30½
Quicksilver	20	20½	21½	22	22½	20	19½
Canton Co.	59	58½	62½	62	62½	60	62½
Mariposa pref.	34½	34½	38½	43½	19½	42½	40½
Pacific Mail	88½	89½	94½	93½	93½	91½	94½
New York Central	162½	160	165	168	177½	177½	182½
Erie	93½	93½	93½	93½	93½	93½	93½
Hudson River	138½	138	140½	148½	148½	147½	157½
Reading	94½	94½	90½	94½	94½	94½	94½
Mich. Southern	96½	118½	99½	98½	103½	104	106½
Michigan Central	117	118½	120	120½	120½	120½	126
Clev. and Pittsb.	88½	x. d. 6½	91½	93½	93½	90½	93½
Clev. and Toledo	106½	x. d. 6½	101	101	104	104	104½
Northwestern	84½	84	84½	84½	87	85	92
Rock Island	92½	93½	95½	96½	95½	95½	103½
Fort Wayne	132½	x. d. 128	131½	131½	137½	137½	137½
Illinois Central	122½	123½	132½	132½	140	147½	155½
Ohio & Miss.	138	140	140	145	144	145	145½
Ohio & Miss.	92½	92½	93½	93½	93½	93½	93½
Milw. & St. Paul	71½	71½	79½	77½	78½	75½	78½
Col., Wab. & W'n	67	66½	71½	72½	73½	72	76½

The following statement shows the volume of transactions in shares, at both the Stock Boards for the past and several previous weeks:

Week ending—	Bank.	Railroad.	Coal.	Min. ing.	Im. pro't.	Tele. graph.	Ship.	Other.	Total.
Jan. 7....	817	231,591	540	1,050	3,300	8,671	6,277	5,453	253,010
" 14....	961	323,704	1,901	3,100	11,800	3,807	11,980	5,336	397,986
" 21....	568	293,493	816	12,025	7,961	11,074	8,450	16,934	351,960
" 28....	1,042	873,971	2,637	13,000	7,650	18,190	12,492	19,085	448,960
Feb. 4....	440	243,766	2,149	6,400	3,200	13,175	16,581	9,075	295,785
" 11....	653	179,110	899	9,900	7,350	5,548	25,403	5,635	234,516
" 18....	812	175,234	2,350	3,300	5,400	10,456	13,575	7,435	218,212
" 25....	784	236,360	902	12,450	700	7,676	22,165	11,543	192,689
March 4....	584	177,784	544	28,766	900	6,548	30,697	12,615	258,237
" 11....	598	139,074	405	18,050	4,950	6,240	8,423	10,209	188,516
" 18....	546	177,818	1,445	23,200	1,950	15,118	21,740	8,604	260,421
" 25....	614	207,115	705	10,750	1,800	9,271	29,519	8,970	268,774
April 1....	440	138,420	235	7,150	1,000	14,549	15,490	5,977	183,031
" 8....	415	438,249	575	11,550	1,050	21,235	11,006	8,061	480,761
" 15....	835	192,817	175	8,769	3,600	8,916	8,566	6,398	321,076
" 22....	742	258,751	1,032	14,950	8,400	16,356	15,692	16,865	327,723
" 29....	1,039	542,773	332	32,100	1,500	14,394	15,463	13,445	620,985
May 6....	103	268,820	410	15,190	1,850	9,923	6,971	5,633	409,446
May 13....	890	671,000	369	6,300	1,100	7,130	.....	20	686,899

The following is a summary of the amount of Government bonds and notes, State and City securities, and railroad and other bonds sold at Regular Board for the past and several previous weeks:

Week ending—	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
Friday.				
Jan. 7....	4,677,700	683,000	289,560	5,050,260
Jan. 14....	5,729,000	1,559,500	723,000	8,111,500
Jan. 21....	4,822,100	2,335,900	655,000	7,813,000
Jan. 28....	5,089,450	1,069,500	887,500	7,066,450

Feb. 4	3,659,400	649,500	841,000	5,149,900
Feb. 11	6,108,500	1,240,000	516,500	7,915,000
Feb. 15	9,081,300	994,000	720,000	10,745,300
Feb. 25	4,709,500	1,408,500	512,500	6,630,500
March 4	9,126,000	1,067,000	774,500	10,967,500
" 11	6,104,900	1,308,500	546,000	8,461,400
" 15	6,195,700	775,325	415,500	7,386,500
" 25	3,923,600	768,500	3 4,000	5,056,100
April 1	2,264,500	677,000	215,500	3,157,000
" 8	4,143,500	911,100	290,000	5,374,600
" 15	4,476,450	517,500	229,200	5,223,150
" 22	4,230,700	1,622,000	762,000	6,614,700
" 29	5,017,700	1,541,100	615,675	7,174,475
May 6	3,901,500	1,736,509	932,800	6,570,809
May 13	6,608,000	2,174,500	198,349	7,980,849

THE GOLD MARKET.—The upward tendency in the premium continues, the price having advanced from 135½, the lowest figure of last Friday, to 139½ after the close of Room hours to day. The rise appears to be mainly anticipatory, and but little due to any causes arising during the week, beyond a lack of confidence in the course of the foreign markets for our bonds. It appears to be very generally deemed probable that the foreign trade movement justifies an advance to about 145 during the summer, while it is deemed not impossible that phases of the Alabama and the Cuban questions may materially stimulate the upward tendency. At the same time, many of the foreign bankers are largely "short" in the market. The Treasury sales of coin do not appreciably check the upward tendency; first, because they are no more than usual at this period; and next, because it is taken for granted that all the gold that comes out of the Treasury will be required for export. The \$1,000,000 of gold sold by the Treasury yesterday, was taken by one firm at 138 42. An increased amount of specie will be shipped this week, no large amount is likely, however, to go out until exchange advances about ½ above its present figures.

The fluctuations in the gold market, and the business at the Gold Board during the week closing with Friday, are shown in the following table:

	Open.	Low.	High.	Clos.	Total	Gold.	Currency.
Saturday, May 8	138½	137½	137½	137½	253,782,000	\$3,556,147	\$5,762,846
Monday, " 10	137	137	137½	137½	160,743,000	1,663,477	2,446,112
Tuesday, " 11	137½	137½	138½	138½	108,377,000	1,427,080	2,194,545
Wednesday, " 12	138½	137½	138½	137½	98,844,000	2,095,078	2,759,870
Thursday, " 13	137½	137½	138½	138½	105,084,000	1,302,241	2,131,498
Friday, " 14	138½	138½	138½	138½	76,991,000	1,911,461	2,679,214
Current week	138½	137	138½	138½	803,721,000	11,965,784	17,974,138
Previous week	138½	134½	137½	137½	695,523,000	14,671,357	21,263,531
Jan. 1 '69, to date	134½	130½	139	138½			

The movement of coin and bullion at this port for the week ending on Saturday, May 8, was as shown in the following formula:

Treasury receipts from California	\$685,761
Imports of coin and bullion from foreign ports	148,803
Coin interest paid from U. S. Treasury in New York	4,794,315
Reported new supply thrown on market	\$5,623,885
Withdrawn for export	\$425,899
Withdrawn for customs	3,018,916
Reported new supply in excess of withdrawals	2,699,969
Specie in banks on Saturday, May 1	\$9,267,635
Specie in banks on Saturday, May 8	16,081,489
Increase of specie in banks	\$6,813,854
Excess of reported supply unaccounted for	4,203,885
Withdrawals unaccounted for	

FOREIGN EXCHANGE.—The demand for bills cannot be reported active for the week; but the supply both of commercial and bond paper being very light, rates have advanced upon our last quotations, as will be seen from the following comparison.

The following are the closing quotations for the several classes of foreign bills, compared with those of the three last weeks

	April 23.	April 30.	May 7.	May 14.
London Comm'l.	107½ @ 108	108½ @ 108½	109 @ 109	109½ @ 109½
do bkrs' ing	108½ @ 108½	109½ @ 109½	109½ @ 109½	109½ @ 109½
do do shrt.	109 @ 109	109 @ 109	110 @ 110	110½ @ 110½
Paris, long	5.21½ @ 5.20	5.18½ @ 5.17½	5.17½ @ 5.16½	5.16½ @ 5.16½
do short	5.18½ @ 5.17½	5.16½ @ 5.15	5.15 @ 5.13½	5.13½ @ 5.13½
Antwerp	5.23½ @ 5.22½	5.21½ @ 5.18½	5.18½ @ 5.17½	5.18½ @ 5.16½
Swiss	5.23½ @ 5.22½	5.21½ @ 5.18½	5.18½ @ 5.17½	5.18½ @ 5.16½
Hamburg	35½ @ 35½	35½ @ 35½	35½ @ 35	35½ @ 35½
Amsterdam	40½ @ 40½	40½ @ 40½	40½ @ 40½	40½ @ 40½
Frankfort	40½ @ 40½	40½ @ 40½	40½ @ 40½	40½ @ 40½
Bremen	78 @ 78½	78½ @ 78½	78½ @ 78½	78½ @ 78½
Berlin	70½ @ 71	71 @ 71½	71½ @ 71½	71 @ 71½

The transactions for the week at the Custom House and Sub Treasury have been as follows:

	Custom House.	Sub-Treasury.
May 3	Receipts \$430,735 06	Payments \$5,678,280 65
" 4	489,752 10	5,251,465 93
" 5	328,742 98	5,044,767 53
" 6	412,199 67	7,222,248 91
" 7	371,273 06	1,920,385 85
" 8	406,415 66	866,096 47
Total	\$2,526,718 32	\$19,833,571 78

Balance in Sub-Treasury morning of May 8	\$1,985,369 15
Deduct payments during the week	\$103,100,851 83
Balance on Saturday evening	\$83,367,260 00
Increase during the week	1,251,890 95

Total amount of Gold Certificates issued, \$4,649,000. Included in the receipts of customs were \$114,000 in gold, and \$2,411,718 in Gold Certificates.

The following table shows the aggregate transactions at the Sub-Treasury a series of weeks:

Weeks Ending	Custom House.	Sub-Treasury Payments.	Sub-Treasury Receipts.	Changes in Balance.
Jan. 2	1,139,182	18,106,454	9,977,075	\$2,347,575
Jan. 9	1,354,193	11,375,783	10,396,489	\$1,368,063
Jan. 16	2,519,581	7,506,896	9,253,950	\$3,115,122
Jan. 23	2,601,325	10,455,285	13,940,717	\$6,600,554
Jan. 30	2,446,626	10,024,455	7,097,628	\$8,673,727
Feb. 6	2,109,645	5,857,096	7,863,358	\$5,879,989
Feb. 13	3,339,143	7,996,110	10,167,005	\$8,040,924
Feb. 20	2,899,816	4,874,472	7,089,420	\$6,455,882
Feb. 27	3,588,089	8,461,940	6,547,652	\$8,541,593
Mar. 6	3,257,013	8,221,692	6,043,387	\$6,924,288
Mar. 13	2,569,769	10,250,601	11,113,388	\$7,787,075
Mar. 20	2,993,002	5,366,277	11,321,643	\$9,744,441
Mar. 27	2,537,835	5,200,937	6,208,739	\$4,690,283
Apr. 3	2,868,794	15,891,946	8,081,928	\$6,880,366
Apr. 10	2,718,335	4,246,920	7,161,550	\$9,735,156
Apr. 17	2,301,842	7,410,469	5,972,277	\$8,541,593
Apr. 24	2,671,828	9,611,064	8,344,663	\$8,655,874
May 1	2,150,455	17,063,636	10,393,150	\$1,985,369
May 8	2,525,718	19,833,572	21,115,463	\$3,267,880

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 8, 1869:

BANKS.	Capital.	Loans and Discounts.	Specie.	AVERAGE AMOUNT OF Circulation.	Deposits.	Net Legal Tenders.
New York	\$3,000,000	\$9,017,059	\$3,968,415	\$92,349	\$6,344,600	\$1,536,068
Manhattan	2,050,000	5,481,552	176,389	10,410	3,190,487	965,657
Merchants	3,000,000	7,636,068	1,066,117	832,558	6,783,307	2,430,712
Mechanics	2,000,000	5,819,402	510,696	568,289	4,264,400	734,171
Union	1,500,000	4,060,116	198,391	413,731	2,843,245	353,483
America	3,000,000	7,149,911	1,179,828	1,695	5,645,309	1,526,250
Phoenix	1,800,000	4,930,812	280,990	527,790	3,251,546	730,462
City	1,000,000	5,223,047	700,750	77,000	3,126,000	775,550
Leather Manuf.	1,000,000	3,213,151	99,791	405,121	1,817,369	673,782
Fulton	600,000	2,226,945	148,462	7,000	1,716,281	520,120
Chemical	300,000	6,901,555	341,062	52,494	5,478,751	1,721,841
Merchants' Exchange	1,255,000	3,111,526	52,494	419,477	2,449,962	775,550
Nation	1,500,000	3,213,151	99,791	413,731	1,817,369	673,782
Butchers	800,000	2,467,200	54,800	262,800	1,998,000	690,900
Mechanics and Traders	600,000	2,062,199	27,663	195,720	1,693,825	496,974
Greenwich	300,000	1,076,871	3,183	156,139	736,719	253,991
Leather Manuf.	1,000,000	2,942,776	102,966	262,800	1,817,369	673,782
Seventh Ward National	500,000	1,232,552	45,758	179,755	788,267	294,793
State of New York	2,000,000	4,827,419	477,052	400,000	3,445,104	1,142,182
American Exchange	5,000,000	9,727,783	5,020,250	92,865	5,027,893	1,529,570
Nation	10,000,000	22,743,310	43,401	5,602,605	6,647,835	4,192,669
Broadway	1,000,000	7,075,015	61,818	5,707,256	1,806,836	561,616
Ocean	1,000,000	3,234,581	101,726	280,538	2,149,165	751,507
Mercantile	1,000,000	3,234,581	51,223	481,000	2,266,351	764,881
Pacific	422,700	1,645,949	13,327	154,824	1,294,572	422,049
Republic	2,000,000	7,075,015	788,901	5,707,256	3,732,782	863,663
Chatham	450,000	2,318,111	46,855	131,188	2,485,596	900,465
People's	412,500	1,433,550	36,788	5,997	1,349,714	326,616
North American	1,000,000	2,221,501	101,528	4,266	1,280,572	529,016
Republ	1,000,000	2,221,501	159,703	289,492	1,467,309	357,142
Irving	500,000	1,081,000	11,000	193,096	1,001,000	491,000
Metropolitan	4,000,000	10,988,406	775,408	2,186,842	5,438,538	1,236,167
Citizens	1,000,000	1,577,152	132,940	1,000	1,000,000	334,732
City	1,000,000	1,577,152	132,940	1,000	1,000,000	334,732
Market	1,000,000	3,011,739	101,223	589,039	1,945,143	517,347
St. Nicholas	1,000,000	2,686,076	45,618	717,135	1,194,929	557,328
Shoe and Leather	1,500,000	3,546,000	32,400	92,170	2,100,300	534,000
Continental	1,000,000	2,914,082	21,206	6,108	1,569,551	218,000
Commonwealth	2,000,000	4,214,331	130,522	564,031	2,467,756	632,000
Oriental	500,000	2,879,601	24,787	238,127	2,296,473	708,363
Marine	400,000	1,440,741	10,465	5,150	1,116,746	217,619
Atlantic	400,000	1,813,070	58,860	300,000	1,512,630	550,050
Importers and Traders	300,000	1,168,549	39,057	98,379	892,121	230,001
Park	1,500,000	9,716,349	162,768	504,941	7,796,131	1,639,000
Manufacturers & Mch	2,000,000	13,065,495	816,009	1,010,332	15,162,621	3,774,560
Mechanics' Banking Ass.	500,000	1,046,753	9,332	394,229	1,069,507	407,503
Grocers	300,000	802,063	7,811	57,250	885,352	308,520
North River	400,000	1,213,792	19,332	114,531	1,151,541	267,386
East River	350,000	1,007,561	8,631	285,940	629,750	271,591
Manufacturers & Mch	500,000	1,213,131	9,493	1,000	855,996	153,063
Fourth National	5,000,000	17,042,368	67,983	2,940,729	13,404,120	3,718,630
Central National	3,000,000	12,557,003	163,821	1,780,000	11,099,878	3,114,794
Second National	300,000	1,439,629	11,116	270,000	1,274,116	418,477
Ninth National	1,000,000	5,535,596	96,446	800,532	4,647,721	1,434,653
First National	500,000	4,117,065	48,592	313,831	4,430,578	1,178,710
Third National	1,000,000	4,385,084	113,770	790,851	3,994,285	1,555,998
New York N. Exchange	300,000	1,157,225	9,885	288,529	565,718	226,466
Tenth National	1,000,000	2,919,660	54,100	913,100	1,512,630	400,200
New York Gold Exchange	500,000	1,458,884	723,307	1,000	1,363,619	50,000
Bull's Head	200,000	1,781,906	5,648	7,085	1,862,018	500,000
National Currency	200,000	294,717	8,774	90,000	245,831	87,828
Bankers' Exchange	800,000	888,929	6,674	225,000	5,928,295	211,433
Buyers' Exchange	200,000	500,000	9,332	394,229	1,069,507	407,503
Eleve th Ward	200,000	494,568	5,751	230,000	381,166	40,134
Right National	250,000	961,993	10,136	419,250	493,277	230,110
American National	500,000	700,785	11,736	419,250	493,277	230,110
Germania	500,000	74,755	7,455	1,000	96,992	22,680

Feb 20	263,428,068	23,351,391	34,247,321	187,612,546	50,997,197	707,991,041
Feb 27	261,371,897	20,832,603	34,247,381	185,210,175	50,885,054	629,516,021
Mar. 5	262,080,883	19,486,634	34,273,855	183,604,437	49,145,369	727,148,139
Mar. 13	261,669,695	17,558,675	34,490,445	182,392,453	49,629,625	629,177,566
Mar. 20	263,098,302	15,213,306	34,741,310	183,504,999	50,774,874	730,710,003
Mar. 27	263,909,589	12,078,722	34,777,814	180,113,910	50,555,103	797,97,488
April 3	261,938,675	10,737,839	34,816,916	175,325,789	48,496,359	837,823,692
April 10	257,180,227	8,794,543	34,609,360	171,495,580	48,644,732	810,056,455
April 17	255,184,883	7,811,779	34,438,769	172,203,491	51,001,288	772,365,291
April 24	257,458,074	8,850,360	34,060,581	177,340,089	50,677,898	752,905,766
May 1	260,435,190	16,867,635	33,972,058	183,948,565	46,495,722	768,764,349
May 8	268,436,372	16,861,489	33,966,100	193,593,137	55,109,573	901,714,577

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, May 10, 1889.

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Atlantic	\$750,000	\$1,571,752	\$22,390	\$193,892	\$561,946	\$447,217
Atlas	1,000,000	2,955,358	5,735	359,244	593,163	782,493
Blackstone	1,000,000	2,735,003	4,292	278,000	1,348,311	788,275
Boston	750,000	1,919,924	9,579	192,857	600,757	596,790
Boylston	500,000	1,455,961	7,000	153,550	484,785	443,315
Columbian	1,000,000	2,073,578	3,912	372,916	645,097	707,429
Continental	1,000,000	1,871,347	...	275,429	608,021	571,389
Elliot	1,000,000	2,446,992	63,396	184,560	880,706	798,350
Faneuil Hall	1,000,000	2,556,574	8,064	429,800	1,190,554	590,395
Freeman's	600,000	1,404,251	1,917	120,278	512,252	357,343
Globe	1,000,000	2,411,647	982	269,857	1,440,873	357,630
Hamilton	1,000,000	1,310,000	3,034	144,842	691,639	218,050
Howard	750,000	1,455,961	11,596	141,500	439,217	443,315
Market	800,000	1,317,147	8,657	109,333	427,583	353,024
Massachusetts	800,000	1,737,817	21,118	263,377	806,783	394,817
Maverick	400,000	849,927	...	115,065	269,635	244,697
Merchants	3,000,000	6,122,562	265,989	1,017,627	2,853,631	1,820,460
Mount Vernon	300,000	596,847	8,700	117,616	354,499	177,595
New England	1,000,000	2,109,009	...	439,766	652,595	797,473
North	1,000,000	2,364,766	4,304	232,500	670,512	735,000
Old Boston	900,000	1,917,530	69,084	425,258	1,061,929	363,550
Shawmut	1,000,000	2,110,307	2,524	157,231	619,823	596,647
Shoe & Leather	1,000,000	2,295,814	...	286,202	869,677	360,000
State	2,000,000	3,551,398	17,112	94,816	993,520	999,730
Suffolk	1,500,000	3,224,010	46,200	506,634	675,137	750,201
Traders	600,000	1,160,935	56,497	76,537	479,447	178,750
Tremont	2,000,000	3,161,935	105,968	547,868	999,047	691,759
Washington	750,000	1,862,885	15,375	107,696	429,519	598,578
First	1,000,000	3,893,574	6,984	394,546	1,031,264	791,937
Second (Granite)	1,000,000	4,214,132	27,286	63,741	1,743,313	757,433
Third	300,000	822,569	16,000	83,594	458,885	174,682
B'k of Commerce	2,000,000	4,591,984	1,747	781,860	1,638,723	976,351
B'k of N. Amer.	1,000,000	1,797,793	5,561	335,911	484,514	594,845
B'k of Redemp.	1,000,000	4,336,097	180,229	544,018	961,229	800,000
B'k of the Repub.	1,000,000	2,735,459	...	265,833	610,588	797,880
City	1,000,000	1,713,404	5,596	245,028	329,519	245,028
Equity	1,000,000	1,923,300	9,402	181,472	767,101	314,321
Exchange	1,000,000	3,328,774	144,329	183,214	1,171,772	797,272
Hill & Leather	1,000,000	2,350,480	2,433	205,752	739,852	794,695
Revere	1,000,000	3,109,741	46,447	329,134	2,212,708	391,639
Union	1,000,000	2,437,314	30,892	304,185	951,328	546,260
Webster	1,500,000	2,524,322	40,964	48,773	826,960	489,406
Everett	200,000	535,544	1,658	81,214	373,534	99,911
Security	200,000	572,002	3,212	47,176	401,740	130,000

Total. 44,600,000 100,555,542 1,287,749 12,513,472 37,457,887 25,324,532

The deviations from last week's returns are as follows:

Capital	Inc.	Legal tender notes	Inc.	161,359
Loans	Inc.	Deposits	Inc.	724,145
Specie	Inc.	Circulation	Dec.	5,828

The following are comparative totals for a series of weeks past:

	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
Dec. 7	94,064,812	962,521	10,159,143	37,999,972	25,256,402
" 14	98,770,840	915,630	11,824,575	37,555,164	25,223,377
" 21	98,813,248	882,581	12,493,590	37,371,021	25,105,549
" 28	98,659,773	781,299	12,510,962	36,797,263	25,152,383
Jan. 4	98,423,614	2,303,402	12,938,392	37,538,767	25,151,317
" 11	102,727,067	2,555,844	12,864,710	38,082,891	25,276,965
" 18	102,305,209	2,672,495	12,922,327	37,717,192	25,275,300
" 25	102,959,942	2,394,730	13,258,874	39,551,747	25,377,300
Feb. 1	103,698,588	2,161,284	12,964,225	40,228,462	25,312,947
" 8	104,342,425	2,073,038	12,452,726	39,691,887	25,292,077
" 15	103,215,084	1,845,924	11,642,856	37,759,722	25,352,122
" 22	102,252,632	1,545,418	11,290,790	36,323,814	25,304,055
March 1	101,309,589	1,238,996	11,300,149	35,689,466	25,301,577
" 8	101,435,932	1,397,599	10,985,972	35,525,680	25,345,577
" 15	101,830,393	1,277,315	10,809,188	34,987,715	25,351,654
" 22	99,553,319	1,331,261	10,490,448	32,641,067	24,509,312
" 29	9,670,945	937,769	11,616,222	32,529,430	25,214,167
April 5	96,969,714	862,276	11,248,884	31,504,099	24,611,712
" 12	99,625,472	750,106	11,391,559	34,392,377	25,338,782
" 19	99,115,550	639,490	11,429,995	34,571,071	25,314,844
" 26	98,971,711	617,435	12,361,827	35,301,203	25,319,751
May 3	100,127,413	708,913	12,352,119	36,735,712	25,339,060
" 10	101,555,542	1,287,749	12,513,472	37,457,887	25,324,532

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, May 10, 1889:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Philadelphia	\$1,000,000	\$4,741,000	15,000	\$1,386,000	\$2,350,000	\$1,000,000
North America	1,000,000	4,154,580	56,026	1,250,188	3,710,189	784,000
Farmers' & Mech.	2,000,000	5,265,464	17,531	1,280,318	4,690,387	718,024
Commercial	813,000	2,236,000	4,000	589,000	1,236,000	613,000
Mechanics	800,000	2,297,000	...	587,000	1,288,000	478,913
Bank N. Liberties	500,000	2,110,000	...	702,000	1,683,000	460,000
Southwark	250,000	1,397,350	10,546	424,600	1,232,600	221,570
Kensington	250,000	1,146,127	4,900	396,000	1,035,601	227,715
Penn. Township	500,000	1,391,778	...	313,886	1,100,091	173,464
Western	400,000	1,298,039	1,419	422,147	1,230,702	6,610
Manufacturers	570,150	1,558,000	...	374,000	1,401,468	453,436
B'k of Commerce	250,000	968,197	...	312,909	786,086	216,325
Grand	1,000,000	3,268,000	11,000	969,000	2,521,000	590,000
Tradesmen's	200,000	1,360,501	4,450	341,269	958,296	180,404
Consolidation	300,000	1,014,620	...	307,164	773,475	270,000
City	400,000	1,222,893	1,000	565,743	991,536	361,318
Commonwealth	237,000	851,261	...	326,033	871,999	212,040
Corn Exchange	574,000	1,794,000	5,000	424,000	1,204,000	450,000
Union	30,000	1,284,000	8,663	369,000	1,388,000	221,000
First	1,000,000	3,583,000	...	1,002,000	3,098,000	798,000
Third	300,000	1,049,250	...	310,000	951,551	261,138
Fourth	300,000	494,319	...	170,286	448,820	134,000
Sixth	150,000	441,000	...	142,000	305,000	132,000

* This column includes amounts due to banks.

Seventh	250,000	688,000	...	179,000	469,000	219,000
Eighth	275,000	772,000	...	241,000	594,000	243,900
Central	750,000	2,641,000	1,000	667,000	1,872,000	598,000
Bank of Republic	1,000,000	1,972,000	...	387,000	1,290,000	417,500
Exchange	300,000	885,000	...	238,000	755,000	175,000

Total. 15,992,150 51,946,530 270,525 14,623,808 39,478,873 10,517,934

The deviations from last week's returns are as follows:

Capital	Inc.	Legal Tenders	Inc.	\$403,432
Loans	Inc.	Deposits	Inc.	507,532
Specie	Inc.	Circulation	Inc.	619

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks.

Date.	Loans.	Specie.	Legal Tend.	Deposits.	Circulation.
Dec. 7	52,134,431	243,406	13,255,601	38,174,338	10,600,669
Dec. 14	52,391,664	232,092	13,043,804	38,064,307	10,597,316
Dec. 21	52,816,639	241,043	13,067,674	38,333,669	10,594,691
Dec. 28	52,461,141	224,043	13,010,892	37,791,724	10,596,639
Jan. 4	51,716,999	352,489	13,210,397	38,121,023	10,593,716
Jan. 11	51,642,227	514,631	13,498,109	38,768,511	10,593,371
Jan. 18	52,132,733	478,462	13,729,498	39,625,155	10,596,564
Jan. 25	52,937,015	411,887	13,654,870	38,858,462	10,592,919
Feb. 1	52 632,813	302,782	14,296,570	39,677,943	10,593,351
Feb. 8	53,059,716	337,051	13,785,595	40,080,399	10,586,550
Feb. 15	52,929,391	304,681	13,573,043	38,711,575	10,582,226
Feb. 22	52,416,146	232,307	13,208,607	37,999,962	10,488,335
March 1	52,251,351	256,933	13,010,508	37,735,205	10,488,516
March 8	52,233,000	297,887	13,238,301	38,293,956	10,488,953
March 15	51,911,522	277,517	13,628,207	37,570,522	10,439,931
March 22	51,328,419	235,097	12,765,759	36,960,000	10,461,006
March 29	50,597,100	210,644	13,020,000	36,800,000	10,462,000
April 5	49,649,566	189,003	12,160,211	35,352,854	10,621,686
April 12	50,770,193	184,246	12,643,357	36,029,133	10,626,196
April 19	51,478,371	167,818	12,941,733	37,031,747	10,629,425
April 26	51,294,232	164,261	12,647,353	37,487,325	10,624,407
May 3	51,510,226	201,758	12,947,771	38,077,000	10,624,407
May 10	51,936,630	270,625	14,023,831	38,478,438	10,672,934

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE,
 REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, MAY 14, TOGETHER
 WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

STOCKS AND SECURITIES.										STOCKS AND SECURITIES.									
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week's Sales			Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week			
American Gold Coin (Gold Room).										Railroad Stocks:									
National:										Boston, Hartford and Erie.....100									
United States 6s, 1881.....coupon.	118	119 1/2	119 1/2	120	121	121	\$224,000	Central of New Jersey.....100											
do do 6s, 1881.....registered.	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	120 1/2	10,000	Chicago and Alton.....100											
do do 6s, 5-20s (62) coupon.	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	459,000	do do preferred.....100											
do do 6s, 5-20s (64) coupon.	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	351,500	Chicago, Burlington and Quincy.....100											
do do 6s, 5-20s do regist'd	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	20,000	Chicago and Great Eastern.....100											
do do 6s, 5-20s (65) coupon	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	1,031,500	do do do Northwestern.....100											
do do 6s, 5-20s do regist'd	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	10,000	Chicago, Rock Island and Pac. 100											
do do 6s, 5-20s (65 n.) coup	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	50,500	Cleveland, Col. Clin. and Ind. 100											
do do 6s, 5-20s do regist'd	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	2,426,000	Columbus C. & Ind. Cent. 100											
do do 6s, 5-20s (1887) coup.	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	31,000	Cleveland and Pittsburg.....50											
do do 6s, 5-20s (1888) coup.	115 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	80,000	Cleveland and Toledo.....50											
do do 6s, 5-20s do regist'd	115 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	10,000	Delaware, Lackawanna and West 50											
do do 6s, Oregon War 1861	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	157,000	Dubuque, Lackawanna and West 50											
do do 6s, Currency	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	4,000	do do Sioux City.....100											
do do 6s, 1871.....coupon	120	121	121	121	121	121	13,000	do do pref.....100											
do do 6s, 1871.....registered.	120	121	121	121	121	121	10,000	Hannibal and St. Joseph.....100											
do do 6s, 1874.....coupon.	120	121	121	121	121	121	180,000	Hannibal and St. Joseph pref. 100											
do do 6s, 1874.....registered.	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	114,000	Harlem.....50											
do do 6s, Oregon War 1861	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	110,000	do pref.....100											
do do 6s, 10-40s registered.	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	4,000	Hudson River.....100											
State:										Illinois Central.....100									
Alabama 6s	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	22,000	Joliet & Chicago.....100											
do 5s	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	3,000	Long Island.....100											
California 7s	83	83	83	83	83	83	111,000	Lake Shore.....50											
Connecticut 6s	83	83	83	83	83	83	9,000	Marietta and Cincinnati, 1st pref 50											
Georgia 6s	83	83	83	83	83	83	22,000	do do 2d pref 50											
do 7s (new)	83	83	83	83	83	83	3,000	Michigan Central.....100											
Illinois Canal Bonds, 1860.....	83	83	83	83	83	83	91,000	Michigan So. and N. Indiana.....100											
do Registered, 1860.....	83	83	83	83	83	83	4,600	Milwaukee and St. Paul.....100											
do 6s, cou., '79, aft. '60-62-65-70	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	20,000	do do pref.....100											
do do do 1877.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	5,000	Morris & Essex.....50											
do do do 1879.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	57,500	New Haven and Hartford.....100											
Indiana 5s	61	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	126,000	New York Central.....100											
Kentucky 6s	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	163,000	New York and New Haven.....100											
Louisiana 6s	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	363,000	New Jersey.....100											
Louisiana 5s Levee Bonds	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	1,000	Norwich & Worcester.....100											
do 8s Levee Bonds	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	61,000	Ohio and Mississippi.....100											
Michigan 6s, 1878.....	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	2,000	Panama do pref.....100											
Missouri 6s	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	5,000	Pittsburg, Fort Wayne & Chic. 100											
do 6s, (Han. & St. Jos. R.R.)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	100	Reading.....50											
do 6s, (Pacific R.R.)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	100	Rome, Watertown & Ogdensburg 100											
New York 6s, 1872.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	20,000	St. Louis, Alton & Terre Haute 100											
do 6s, 1873.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	5,000	do do do pref. 100											
do 6s, 1875.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	5,000	Toledo, Wabash and Western. 100											
do 7s, State B'y B's (coup)	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	5,000	do do do pref. 100											
do do do (reg.)	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	5,000	Railroad Bonds:											
North Carolina 6s	61	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	57,500	American Dock & Improvement 7s											
do 6s, (old)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	126,000	Buffalo, N. Y. & Erie, 1st mort.											
do 6s, (new)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	163,000	Chicago and Alton, Sinking Fund.											
Ohio 6s, 1886.....	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	363,000	do do 1st mortgage.....											
Rhode Island 6s	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	1,000	do do do Income.....											
Tennessee 6s '68	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	61,000	Chicago, Burlington & Quincy, S. p. c.											
do 6s, (old)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	2,000	Chicago & Great Eastern, 1st mort.											
do 6s, (new)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	5,000	Chicago & Milwaukee, 1st mort.											
Virginia 6s, (old)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	5,000	Chicago & Northwest, Sink. Fund											
do 6s, (new)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	5,000	do do Interest b'nds											
do 6s, (reg.)	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	5,000	do do do Extension b'nds											
Municipal:										do do 1st mort.									
Brooklyn 6s, Water Loan	111 1/2	112	112	111 1/2	112	112	216	do do do consol'd											
do 6s, Park Loan	111 1/2	112	112	111 1/2	112	112	216	Chicago and Rock Island, 1st mort											
Jersey City Water Loan	111 1/2	112	112	111 1/2	112	112	216	Chicago, R. I. and Pac. 7 percent.											
New York 6s, 1870.....	111 1/2	112	112	111 1/2	112	112	216	Cleve. P. and Ashinbula, new.....											
do 6s, 1875.....	111 1/2	112	112	111 1/2	112	112	216	Cleveland and Pittsburg, cons.											
do 6s, 1878.....	111 1/2	112	112	111 1/2	112	112	216	do do do 2d mortgage.....											
Bank Stocks:										do do do 4th mortgage.....									
American Exchange.....100	111 1/2	112	112	111 1/2	112	112	216	Cleveland and Toledo, Sink'g Fund											
Butchers & Drovers.....100	111 1/2	112	112	111 1/2	112	112	216	Col. Chl. & Ind. Central 1st.....											
Bank of New York.....100	111 1/2	112	112	111 1/2	112	112	216	do do do 2d mort.											
Bank of Republic.....100	111 1/2	112	112	111 1/2	112	112	216	Delaw'ee, Lackawanna, & West, 1st m.											
Central.....100	111 1/2	112	112	111 1/2	112	112	216	do do do 2d m.											
Commonwealth.....100	111 1/2	112	112	111 1/2	112	112	216	Dubuque & Sioux City, 1st.....											
Commerce.....100	111 1/2	112	112	111 1/2	112	112	216	Erie, 1st mortgage, 1883.....											
Continental.....100	111 1/2	112	112	111 1/2	112	112	216	do 2d mortgage, 1879.....											
Corn Exchange.....100	111 1/2	112	112	111 1/2	112	112	216	do 3d mortgage, 1883.....											
Haver.....100	111 1/2	112	112	111 1/2	112	112	216	do 4th mortgage, 1880.....											
Haworth.....100	111 1/2	112	112	111 1/2	112	112	216	Galena & Chicago, 2d mortgage											
Gallatin.....100	111 1/2	112	112	111 1/2	112	112	216	Great Western, 1st mortgage, 1888.											
Manufacturers & Merchants.....100	111 1/2	112	112	111 1/2	112	112	216	Great Western, 2d mortgage.....											
Metropolitan.....100	111 1/2	112	112	111 1/2	112	112	216	Han. & St. Jos., guar. by St of Mo											
Manhattan.....100	111 1/2	112	112	111 1/2	112	112	216	Hudson River, 1st mortgage, 1869-72.											
Merchants.....50	111 1/2	112	112	111 1/2	112	112	216	do do 2d mort. (S. F.), '85											
Merchants Exchange.....50	111 1/2	112	112	111 1/2	112	112	216	Illinois Central bonds.....											
Mechanics and Traders.....100	111 1/2	112	112	111 1/2	112	112	216	Lake Shore, div. bonds.....											
Nassau.....100	111 1/2	112	112	111 1/2	112	112	216	Mariposa Trustee 10 cfs.....											
North America.....100	111 1/2	112	112	111 1/2	112	112	216	Michigan Central 8s, 1869-72.....											
Ocean.....100	111 1/2	112	112	111 1/2	112	112	216	do do 8s, new, 1882.....											
Phoenix.....50	111 1/2	112	112	111 1/2	112	112	216	Michigan Southern, Sinking Fund.											
Spring Mountain.....50	111 1/2	112	112	111 1/2	112	112	216	do do 2d mort., 7s.....											
State of New York.....100	111 1/2	112	112	111 1/2	112	112	216	do do do 2d mort.											
St. Nicholas.....100	111 1/2	112	112	111 1/2	112	112	216	do do do 7 3/4 conv											
Tenth.....100	111 1/2	112	112	111 1/2	112	112	216	do do 1st Iowa.....											
Miscellaneous Stocks:										Morris and Essex, 1st mortgage.....									
Colt.-American.....25	111 1/2	112	112	111 1/2	112	112	216	do do do 2d mortgage.....											
Ashburton.....50	111 1/2	112	112	111 1/2	112	112	216	New York Central 6s, 1887.....											
Central.....100	111 1/2	112	112	111 1/2	112	112	216	N. Y. & New Haven 6s.....											
Cumberland.....100	111 1/2	112	112	111 1/2	112	112	216	New Jersey Central 1st.....											
Delaware and Hudson.....100	111 1/2	112	112	111 1/2	112	112	216	do do new.....											
Pennsylvania.....50	111 1/2	112	112	111 1/2	112	112	216	Ohio and Mississippi, 1st mortgage											
Spring Mountain.....50	111 1/2	112	112	111 1/															

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

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COMPANIES		Dividend.		FRIDAY		COMPANIES		Dividend.		FRIDAY	
Marked thus * are leased roads		In dividend col. = extra, c		Stock out-standing.		Marked thus * are leased roads		In dividend col. = extra, c		Stock out-standing.	
n dividend col. = stock,		Periods.		Last paid.		n dividend col. = stock,		Periods.		Last paid.	
cash, s. = stock.		Date.		rate		cash, s. = stock.		Date.		rate	
				Bid.						Bid.	

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Bond List Page 1 will appear in this place next week.

N. B.—Where the total Funded Debt is not given in detail in the 2d column it is expressed by the figures in brackets after the Co's name.										N. B.—Where the total Funded Debt is not given in detail in the 2d column it is expressed by the figures in brackets after the Co's name.									
DESCRIPTION.		Amount outstanding.	INTEREST.		PRINCIPAL PAYABLE.		FRIDAY		DESCRIPTION.		Amount outstanding.	INTEREST.		PRINCIPAL PAYABLE.		FRIDAY			
			Rate.	Payable.	Principal payable.	Bid.	Ask'd				Rate.	Payable.	Principal payable.	Bid.	Ask'd				
Railroad:																			
Atlantic & Gt. Western (\$45,701,806):																			
1st Mortgage, sinking fund, (Pa.)																			
1st Mortgage, sinking fund, (N. Y.)																			
1st Mortgage, sinking fund, (Ohio)																			
1st Mortgage, sinking fund, (Buff. ex)																			
1st Mortgage Franklin Br.																			
2d Mortgage, (Pa.)																			
2d do (N. Y.)																			
2d do (Ohio)																			
Consolidated Bonds																			
2d Mortgage Consolidated																			
Income Bonds																			
Albany & Saratoga: 1st Mort.																			
2d Mortgage																			
Albany City Bonds																			
Atlantic & St. Law. 1st Mort. (Portland)																			
2d Mortgage																			
Sterling Bonds																			
do of 1894																			
Baltimore and Ohio: 1st Mort. (S. F.) 1885																			
do do 1880																			
do do 1883																			
Bellevue & Bellef. & Ind. 1st mort.																			
Ind. Pitts. & Cleveland, 1st mort.																			
do do 2d mort.																			
Belvidere & Iowa: 1st Mort. (guar. C. & A.)																			
2d Mort. do																			
3d Mort. do																			
Boston & Albany: Sterling Bonds																			
Albany Bonds																			
Dollar Bonds																			
Boston, Concord & Montreal (\$1,050,000):																			
1st Mortgage																			
1st do																			
Sinking Fund Bonds																			
Boston, Hart. & Erie (\$14,904,350):																			
do do do new																			
do do do guar.																			
Boston and Lowell: Bonds of Jan. 75																			
do of Oct. 1861																			
Buffalo & Erie: Common Bonds																			
do do do																			
do do do																			
do do do																			
Buffalo, N. Y. and Erie: 1st mort.																			
2d Mortgage																			
Burlington & Missouri:																			
Bonds conv. into pref. stock																			
do do do																			
Land mortgage bonds																			
Camden and Amboy (\$10,264,463):																			
Dollar Loans																			
do																			
do																			
Dollar Loan																			
Consolidated (\$5,000,000) Loan																			
Sterling at \$4.4 to the £																			
do new loan do																			
Camden and Atlantic: 1st Mortgage																			
2d Mortgage																			
Catawissa: (\$371,000) 1st Mortgage																			
Central Georgia: 1st Mortgage																			
Central of New Jersey: 1st Mortgage																			
2d Mortgage																			
Mortgage bonds of 1890																			
Central Ohio: 1st Mort.																			
Central Pacific of Cal.: 1st mortgage																			
Convertible Bonds																			
State Aid																			
Cheshire: Bonds																			
Chic and Alton: 1st Mort. (S. F.) prel																			
1st do																			
2d do income																			
Chic., Burl. and Quincy (\$5,488,750):																			
Trust Mortgage (S. F.)																			
Chicago and Gt. Eastern 1st Mort.																			
Chic. and Milw.: 1st Mort. (consol.)																			
Chicago & Northw. (\$16,251,250):																			
Preferred Sinking Fund																			
1st Mortgage																			
Interest Bonds																			
Consol. S. F. Bonds, conv. till 1870																			
Extension Bonds																			
Equipment Bonds																			
Equipment Bonds																			
Chicago, Rock Island & Pacific:																			
1st Mortgage (C. & R. I.)																			
1st do (C. R. I. & Pac.)																			
Cinc., Ham. & Dayton: 2d Mort.																			
3d Mortgage																			
Cincinnati Richmond & Chicago																			
Cin. Sandusky & Cleveland: 1st Mort																			
2d Mortgage																			
Cincinnati & Zanesville: 1st Mort.																			
Cleveland, Col. and Cinc.: 1st Mort.																			
Cleveland & Mahoning: 1st Mort.																			
do do																			
Cin. & Pair. & Ashkubula: 1st M. B'ds																			
2d Mort. Bonds																			
3d do																			
Cleveland & Pittsburg: 2d Mortgage																			
3d Mortgage convertible																			
4th do																			
Consol. Sinking Fund Mortgage																			
Cleveland and Toledo (\$3,139,000):																			
Sinking Fund Mortgage																			
Mortgage Bonds of 1886																			
Columbus & Indianapolis Central:																			
1st Mortgage																			
2d do																			
Columbus Chic. & Ind. Central:																			
1st Mortgage Consolidated S. F																			
2d Mortgage																			
Columbus & Xenia: 1st Mortgage																			
Lancaster & Elm: 1st Mort.																			
Conn. & J. (Phila. Iptd)																			
Conn. and Passumpsic R.: 1st mort																			
Lumberland Valley: (\$32,400) 1st Mort																			
2d do																			
Dayton and Michigan: 1st Mortgage																			

SOUTHERN SECURITIES.

Quotations by J. M. Welth & Arents, 9 New Street.

State Securities.	Offd	Ask	Offd	Ask	
Alabama 8s.....	102	104	Savannah, Albany & Gulf 7s	83	85
" 5s.....	67	68 1/2	bonds, end. by Savannah.....	83	85
Georgia 6s, old.....	78	80	Pensacola & Georgia 1st m 7s	35	40
" 6s, new.....	82 1/2	83	" 2d m 7s.....	12 1/2	12 1/2
" 7s, old.....	89	90	" 3d m 7s.....	12 1/2	12 1/2
" 7s, new.....	96 1/2	98	Atlantic & West Point stock	73 1/2	73 1/2
Louisiana 6s, ex-coupons.....	74 1/2	74 1/2	MISSISSIPPI AND LOUISIANA	73 1/2	73 1/2
" new bonds.....	65	67	Mississippi Cent. 1st mtg. 7s	55	55
" 6s, Levee.....	69 1/2	70 1/2	" stock.....	11	11
" 8s, Levee.....	89 1/2	90	" & Ten., 1st m. 7s	70	75
North Carolina, ex-coup b'ds	60 1/2	60 1/2	" 2d.....	50	50
" new.....	55 1/2	55 1/2	" 3d.....	45	50
South Carolina 6s, o. d.....	74 1/2	77	South, Mississippi 1st m. 7s.	45	50
" 6s, new.....	74 1/2	76	" 2d.....	45	50
" registe'd s'ck	62 1/2	63	" 3d.....	45	50
Tennessee ex-coupons.....	64 1/2	64 1/2	N. Orleans & Jackson 1sts, 8s	81	83
" new bonds.....	64 1/2	64 1/2	" 2d.....	75	75
" 5s.....	55	57	" cert, 8s	6	7
Virginia ex-coupon bonds.....	57 1/2	57 1/2	N. Or. Jack'n & Opel. 1sts, 8s	61	65
" new.....	62	63	" 2ds, 8s.....	61	65
" registered stock, old	50	50 1/2			
" 1869.....	53	55	NORTH CAROLINA.		
" 1867.....	51	51	Wilmington & Weldon 7s & 8s	90	91
" 1867.....	51	51	" Manchester 1 p'd 7s	79	81
" 1867.....	51	51	" 2d.....	40	40
" 1867.....	51	51	" 3d.....	12 1/2	12 1/2
" 1867.....	51	51	" 2d m 7s.....	12 1/2	12 1/2
" 1867.....	51	51	" Char'l. & Rutherford.....	72 1/2	75
" 1867.....	51	51	North Carolina 8s.....	84	85
" 1867.....	51	51	" stock.....	35	37 1/2
" 1867.....	51	51	SOUTH CAROLINA.		
" 1867.....	51	51	Charlotte & S Carolina 7s	75	80
" 1867.....	51	51	Greenville & Columbia 6s,		
" 1867.....	51	51	guar. by State S. C. stock.....	57	59
" 1867.....	51	51	Spartanburg and Union 7s	50	55
" 1867.....	51	51	" guard'd by State S. C.....	50	55
" 1867.....	51	51	Charleston and Savannah 6s,		
" 1867.....	51	51	guaranteed by State S. C.....	52 1/2	52 1/2
" 1867.....	51	51	South Carolina Railroad 6s.....	74	77
" 1867.....	51	51	" 7s.....	82	85
" 1867.....	51	51	" 8s.....	80	85
" 1867.....	51	51	North Eastern 1st mtg. s'ck	40	45
" 1867.....	51	51	" 2d.....	72	77
" 1867.....	51	51	" end. by State	72	77
" 1867.....	51	51	Columbia and Augusta 1st m	74	78
" 1867.....	51	51	TENNESSEE.		
" 1867.....	51	51	East Tenn & Georgia 6s	66	69
" 1867.....	51	51	" Virginia 6s, end		
" 1867.....	51	51	" by State Tenn.....	95	97
" 1867.....	51	51	Memp. & Charleston 1st 7s	77	79
" 1867.....	51	51	" 2nds.....	77	79
" 1867.....	51	51	" stock.....	47	49
" 1867.....	51	51	Memphis and Ohio 10s.....	30	35
" 1867.....	51	51	" 6s.....	25	30
" 1867.....	51	51	Memphis & L. Rock 1sts, 8s.	65	68
" 1867.....	51	51	" endorsed	65	68
" 1867.....	51	51	VIRGINIA.		
" 1867.....	51	51	Orange & Alex., 1sts 6s.....	80	85
" 1867.....	51	51	" 2ds 6s.....	71	73
" 1867.....	51	51	" 2ds 8s.....	31	33
" 1867.....	51	51	" 4ths 8s.....	72	74
" 1867.....	51	51	Orange & Alex. & Man. 1sts	74	75
" 1867.....	51	51	Va. & Tenn 1sts 6s.....	66	68
" 1867.....	51	51	" 2ds 6s.....	72	74
" 1867.....	51	51	" 3ds 6s.....	60	65
" 1867.....	51	51	" 4th.....	70	73
" 1867.....	51	51	Virginia Central 1sts, 6s.....	70	73
" 1867.....	51	51	" 2nds, 6s.....	70	73
" 1867.....	51	51	" 3ds, 6s.....	72	75
" 1867.....	51	51	" 4th, 8s.....	83	85
" 1867.....	51	51	" fu d int. 8s.....	70 1/2	71 1/2
" 1867.....	51	51	Rich. & Ianv. 1st cons'd 6s	70 1/2	71 1/2
" 1867.....	51	51	" Piedmont bra'h	80	85
" 1867.....	51	51	" 1sts 8s.....	82 1/2	85
" 1867.....	51	51	Southside, 1st mtg. 8s.....	60	67 1/2
" 1867.....	51	51	" 2d m. guar'd'd 6s.....	60	67 1/2
" 1867.....	51	51	" 3d m. 6s.....	25	30
" 1867.....	51	51	" 4th m. 8s.....	25	30
" 1867.....	51	51	Norfolk & Petersburg 1 m 8s	80	85
" 1867.....	51	51	Richm. & Petersb. 1st m 7s	78	82 1/2
" 1867.....	51	51	" 2d m. 6s.....	82	85
" 1867.....	51	51	" 3d m. 8s.....	82	85
" 1867.....	51	51	" conv. 7s.....	77 1/2	77 1/2
" 1867.....	51	51	" 6s.....	70	75
" 1867.....	51	51	Richmond & York R. 1st 8s.....	80	80
" 1867.....	51	51	" 2d.....	80	80

PETROLEUM STOCK LIST.

COMPANIES.	Bid.	Askd	COMPANIES.	Bid.	Askd
Beaumont.....	1	25	Northern Light.....	1	1
Brevort.....	1	25	Pit Hole Creek.....	1	1
Bachman Farm.....	1	25	Rathbone Oil Tract.....	1	1
Central.....	1	25	Rynd Farm.....	1	1
Clinton Oil.....	1	25	Sherman & Barnsdale.....	1	1
Home.....	1	25	United Pet'lm F'ns.....	1	1
National.....	1	25	United States.....	1	1
N. Y. & Alleghany, par 5	1	25			
Back Hawk.....	1	25	Manhattan Silver.....	1	20
Benton.....	1	25	New York.....	1	20
Bullion Consolidated.....	1	25	New York & Eldorado.....	1	20
Combination Silver.....	1	25	Owyhee.....	1	20
Consolidated Gregory.....	1	25	People's G. & S. of Cal. 5	1	20
Corydon.....	1	25	Quartz Hill.....	1	20
Grass Valley.....	1	25	Rocky Mountain.....	1	20
Hammond & S. S. & S. S. & S. S.	1	25	Smith & Parmelee.....	1	20
Harcourt G. & S. S. & S. S. & S. S.	1	25	Symonds Forks.....	1	20
Kipp & Buell.....	1	25	Twin River Silver.....	1	20
LaCrosse.....	1	25	Vander.....	1	20

GOLD AND SILVER MINING STOCK LIST.

COMPANIES.	Bid.	Askd	COMPANIES.	Bid.	Askd
Back Hawk.....	1	25	Manhattan Silver.....	1	20
Benton.....	1	25	New York.....	1	20
Bullion Consolidated.....	1	25	New York & Eldorado.....	1	20
Combination Silver.....	1	25	Owyhee.....	1	20
Consolidated Gregory.....	1	25	People's G. & S. of Cal. 5	1	20
Corydon.....	1	25	Quartz Hill.....	1	20
Grass Valley.....	1	25	Rocky Mountain.....	1	20
Hammond & S. S. & S. S. & S. S.	1	25	Smith & Parmelee.....	1	20
Harcourt G. & S. S. & S. S. & S. S.	1	25	Symonds Forks.....	1	20
Kipp & Buell.....	1	25	Twin River Silver.....	1	20
LaCrosse.....	1	25	Vander.....	1	20

INSURANCE STOCK LIST.

Marked thus (*) are participating, & (†) write Marine Risks.	Jan. 1, 1869.	Capital.	Net as'te	Periods.	'66	'68	Last paid.
Adriatic.....	25	\$200,000	235,269	Jan. and July.	5	10	June '64. 5
Aetna.....	50	300,000	437,452	Jan. and July.	5	10	Jan. '69. 6
American *.....	50	200,000	712,548	Jan. and July.	14	17 1/2	Jan. '69. 7
American Exch'g.....	100	200,000	289,063	Jan. and July.	7 1/2	10	Jan. '69. 5
Arctic.....	50	250,000	310,566	Jan. and July.	10	10	Jan. '69. 5
Astor.....	25	250,000	430,652	Feb. and Aug.	5	10	Feb. '69. 5
Atlantic (Br'klyn) 50	300,000	495,379	March and Sep	10	10	11	Mar. '69. 6
Baltic.....	25	200,000	210,241	May and Nov.	10	10	Feb. '69. 5
Beekman.....	25	200,000	274,754	Feb. and Aug.	10	10	Feb. '69. 5
Bowery (N. Y.).....	25	300,000	515,106	June and Dec.	10	15	Dec. '68. 5
Broadway.....	25	200,000	333,166	Feb. and Aug.	12	12	Feb. '69. 5
Brooklyn.....	17	153,000	336,135	Jan. and July.	20	30	Jan. '69. 10
Citizens'.....	20	300,000	633,354	Jan. and July.	20	30	Jan. '69. 5
City.....	70	210,000	427,977	Quarterly.	12	14	Jan. '69. 3
Clinton.....	100	250,000	367,918	Jan. and July.	10	12	Jan. '69. 6
Columbia*.....	100	300,000	436,321	do	10	10	Jan. '69. 5
Commerce (N. Y.).....	100	200,000	250,728	do	10	10	Jan. '69. 5
Commerce (Alb'y).....	100	400,000	641,464	Feb. and Aug.	10	8	Aug. '68. 4
Commercial.....	50	200,000	302,767	Jan. and July.	10	9	Jan. '69. 5
Commonwealth.....	100	250,000	415,978	Jan. and July.	10	10	Jan. '69. 5
Continental *.....	100	500,000	2,066,854	Jan. and July.	14	15	Jan. '69. 8
Corn Exchange.....	50	400,000	426,073	March and Sep	10	10	Feb. '69. 5
Eagle.....	40	300,000	532,877	April and Oct.	10	10	Apr. '69. 10
Empire City.....	100	200,000	256,145	Jan. and July.	14	14	Jan. '69. 5
Excelsior.....	50	200,000	347,685	do	10	10	Jan. '69. 5
Exchange.....	30	150,000	156,473	Feb. and Aug.	10	10	Feb. '69. 5
Firemen's.....	17	204,000	394,449	Jan. and July.	10	14	Jan. '69. 10
Firemen's Fund.....	10	150,000	204,832	do	3	10	Jan. '69. 3
Firemen's Trust.....	10	150,000	206,289	do	10	5	Jan. '69. 5
Fulton.....	25	200,000	303,247	do	10	10	Jan. '69. 5
Gallatin.....	50	150,000	147,066	May and Nov.	10	10	May '69. 5
Gebhard.....	100	200,000	259,639	Feb. and Aug.	10	10	Feb. '69. 5
Germania.....	50	500,000	955,475	Jan. and July.	10	12	Jan. '69. 5
Globe.....	50	200,000	282,419	Jan. and July.	10	10	Jan. '69. 5
Greenwich.....	25	200,000	38,732	Feb. and Aug.	10	12	Feb. '69. 10
Grocers.....	50	200,000	234,746	April and Oct.	10	10	Apr. '69. 5
Guardian.....	—	200,000	235,360	Jan. and July.	7	7	Jan. '69. 5
Hamilton.....	15	150,000	242,293	do	8	10	Jan. '69. 5
Hanover.....	50	400,000	650,682	do	10	10	Jan. '69. 5
Hoffman.....	50	200,000	207,140	do	5	10	Jan. '69. 5
Home.....	100	2,000,000	3,966,282	do	10	10	Jan. '69. 5
Hope.....	25	150,000	225,779	do	10	10	Jan. '69. 5
Howard.....	50	500,000	723,988	do	12	10	Jan. '69. 5
Humboldt.....	100	200,000	266,099	do	10	10	Jan. '69. 5
Import & Traders.....	25	200,000	265,377	do	10	5	Jan. '69. 5
International.....	100	530,000	1,177,492	Feb. and Aug.	7	10	Jan. '69. 5
Irving.....	25	200,000	330,424	Jan. and July.	10	10	Jan. '69. 5
Jefferson.....	30	300,010	322,240	March and Sep	10	12	Jan. '69. 5
Johns' Co's (B'klyn) 20	150,000	238,275	Jan. and July.	10	10	Jan. '69. 5	
Knickerbocker.....	40	280,000	382,282	do	10	10	Jan. '69. 5
Lafayette (B'klyn) 50	150,000	182,719	do	10	10	July '69. 5	
Lamar.....	100	300,000	532,490	do	10	10	Jan. '69. 6
Lenox.....	25	150,000	229,117	do	10	10	Jan. '69. 5
Long Island (B'klyn) 50	200,000	341,384	do	16	14	Jan. '69. 3	
Lorillard*.....	25	1,000,000	1,550,375	do	10	10	Jan. '69. 5
Manhattan.....	100	500,000	1,302,104	do	15	10	Jan. '69. 5
Market*.....	100	200,000	680,636	do	8 1/2	7	Jan. '69. 7
Mechan' & Trade.....	25	200,000	465,055	do	10	12	Jan. '69. 5
Mechanics (B'klyn) 50	150,000	186,000	do	10	10	Jan. '69. 5	
Mercantile.....	100	200,000	262,895	do	8	10	Jan. '69. 5
Mercantiles.....	50	200,000	429,161	do	20	20	Jan. '69. 10
Metropolitan *.....	100	300,000	427,267	do	10	10	July '69. 5
Montauk (B'klyn) 50	150,000	218,610	do	10	10	Jan. '69. 10	
Nassau (B'klyn) 50	150,000	328,845	do	15	10	Jan. '69. 5	
National.....	75	200,000	254,084	do	14	12	Jan. '69. 6
New Amsterdam.....	25	300,000	420,892	do	8	10	Jan. '69. 5
N. Y. Equitable 3.35	210,000	379,545	Jan. and July.	10	11	Feb. '69. 7	
N. Y. Fire and Marine.....	200,000	365,473	Feb. and Aug.	8	10	Jan. '69. 5	
Niagara.....	1,000,000	1,371,338	Jan. and July.	11	10	Jan. '69. 5	
North American*.....	500,000	773,843	do	10	10	Jan. '69. 5	
North River.....	25	350,000	436,717	April and Oct.	8	10	Apr. '69. 5
Pacific.....	25	200,000	397,373	Jan. and July.	12	16	Jan. '69. 5
Park.....	100	200,000	281,215	do	10	10	Jan. '69. 5
Peter Cooper.....	20	150,000	251,364	Feb. and Aug.	10	10	Jan. '69. 6
People's.....	26	150,000	215,966	Jan. and July.	8	10	Jan. '69. 5
Phoenix * Br'klyn 50	1,000,000	1,581,471	do	8	10	Jan. '69. 5	
Reliance.....	25	200,000	290,968	do	10	10	Jan. '69. 5
Republic*.....	100	300,000	461,178	do	7	11	Jan. '69. 5
Resolute*.....	100	200,000	261,762	do	7	10	Feb. '69. 5
Rutgers.....	25	200,000	315,978	Feb. and Aug.	10	11	Feb. '69. 5
St. Nicholas.....	25	150,000	210,799	Jan. and July.	5	10	Feb. '69. 3 1/2
Security *.....	50	1,000,000	1,706,611	Feb. and Aug.	34	10	Feb. '69. 5
Standard.....	50	200,000	360,828	Jan. and July.	10	10	Jan. '69. 5
Star.....	150	200,000	303,558	do	10	10	Feb. '69. 5
Stirling.....	100	200,000	255,368	Feb. and Aug.	5	10	Jan. '69. 5
Stuyvesant.....	25	200,000	289,325	Feb. and Aug.	10	10	Jan. '69. 5
Sucessmen.....	150,000	368,661	Jan. and July.	10	11	Jan. '69. 5	
United States.....	26	250,000	414,023	do	10	10	Jan. '69. 7
Washington.....	50	400,000	764,629	Feb. and Aug.	10	10	Feb. '69. 5
Williamsburg City 50	250,000	525,074	Jan. and July.	7	10	Jan. '69. 5	
Yonkers & N. Y. 100	500,000	822,951	do	10	10	Jan. '69. 5	

The Railway Monitor.

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RAILROAD EARNINGS (WEEKLY).—In the following table we compare the reported weekly gross earnings of the leading railroads for several weeks in 1868 and 1869:

Railroads.	Week.	Miles of road.	Gross earnings.	Inc.	Dec.
Chicago and N. West'n	3d, Apr.	1,153	258,561	274,769	16,214
"	4th, "		251,560	244,471	12,857
"	1st, May		234,719	257,772	33,052
Chicago, R. Iel. & Pac.	1st, Apr.	285	78,904	92,470	13,496
"	2d, "		63,449	85,400	21,951
"	3d, "		78,13	97,230	18,787
Michigan Central	1st, Mar.	285	53,543	71,451	17,908
"	2d, "		81,047	89,794	2,747
"	3d, "		84,498	93,864	5,366
Michigan Southern	1st, Apr.	524	92,635	90,888	1,745
"	2d, "		107,190	104,002	3,188
"	3d, "		110,615	105,523	5,092
Toledo, Wab. & West.	1st, Apr.	531	97,809	107,481	9,672
"	2d, "		93,578	104,056	10,463
"	3d, "		67,666	73,255	5,588
Western Union	1st, Apr.	180	58,421	69,099	6,777
"	2d, "		87,640	96,501	8,861
"	3d, "		11,219	10,935	284
"	4th, "	180	10,677	8,865	2,812
"	1st, May		11,411	12,402	690
			13,550	12,340	1,210

MICHIGAN SOUTHERN AND LAKE SHORE CONSOLIDATION.—The consolidation of these Companies has been consummated and a meeting of the stockholders is to be held at the office of the Lake Shore Company in Cleveland, on the 2d day of June proximo, to elect a board of directors of the "Lake Shore and Michigan Southern Railway Company," which is now the corporate title. The consolidation has been made upon the simple basis of putting in the stock of each Company at par.

—The Burlington and Missouri Railroad Company has just received from the United States Government and State of Iowa, 375,000 acres of land lying within twenty miles of its road. About 300,000 acres of it are situated in the Southwestern counties of Adams, Montgomery, Mills, Fremont, Page, Taylor, Pottawatomie, and Cass. As soon as the road is completed to the Missouri, the Company design to offer 30,000 acres for sale to actual settlers only. A credit of ten years will be given to purchasers to make payments in small annual installments. It is already under contract to be built. Here will be another good opportunity to get choice land.

Chicago & Northwestern	1867	1868	1869	Chicago, Rock Is. and Pacific	1867	1868	1869
(152 m.) (152 m.) (152 m.)	(152 m.)	(152 m.)	(152 m.)	(110 m.) (110 m.) (110 m.)	(110 m.)	(110 m.)	(110 m.)
696,147	\$724,890	\$871,218	Jan...	\$392,047	\$308,257	\$323,390	Jan...
574,694	807,472	847,254	Feb...	224,621	297,464	308,209	Feb...
757,131	850,192	1,149,258	Mar...	272,454	276,431	398,700	Mar...
774,280	1,004,597	1,092,378	Apr...	280,888	288,700	362,900	Apr...
895,712	1,206,796		May...	251,916	308,891		May...
98,357	1,167,544		June...	261,480	366,200		June...
880,324	1,091,406		July...	274,969	329,800		July...
1,063,236	1,265,831		Aug...	404,600	478,600		Aug...
1,451,234	1,518,483		Sep...	517,702	544,900		Sep...
1,541,056	1,574,906		Oct...	558,200	559,900		Oct...
1,310,387	1,133,334		Nov...	415,400	401,100		Nov...
918,088	1,001,892		Dec...	351,600	381,400		Dec...
1,712,248	13,420,534		Year...	4,105,103	4,487,791		Year...

214,136 8 041,151 .. Year.. 3,807,900 1,923,862 .. Year.. 5,788,580 3,959,097

NEW YORK AND NEW HAVEN RAILROAD.—By the annual report of the Board of Directors to be submitted at the annual meeting in New Haven on the 20th inst., it appears that for the fiscal year ending March 31 last, the total income of the road realized from the transportation of passengers, freight, mails, and express, and other sources, amounted to \$2,163,875 84. The total expenses were \$1,162,341 05. Adding to the latter amount the sum of \$224,172 25 for taxes and coupon interest, and the sum of \$777,359 04 is left for dividends and improvements. The expenditures during the year, on account of new capital, were as follows: Amount paid for additional real estate, \$220,650 29; for steel rails, \$212,750 55; for new lands and machine shops in this city, \$117,718 30; for the Bridgeport Bridge, \$43,284 56; for new equipments, \$38,000. Total, \$932,341 78. The gross receipts of the road for the year were about \$54,000 less than for the year preceding. About 28 miles of the track were re-laid last year with steel rails, and 2 800 tons more have been ordered. The report concludes as follows:

"The Legislature of Connecticut, at its May session, 1868 passed an amendment to the charter of the Company, authorizing an increase of the capital stock by the amount of \$3,000,000, thus, making the total capital stock \$9,000,000. This \$3,000,000 of additional stock has been issued to the stockholders pro rata, and 25 per cent thereof called in. Scrip certificates will be issued for the amount actually paid in, and the remaining 75 per cent will be called in from time to time as may be necessary to meet the expenses of the permanent improvement and additions to the road and its equipment. The lease of the Canal Road will terminate on the 1st of July next, after which time it will be operated by the New Haven and Northampton Company. The contract with the Hartford and New Haven Railroad Company will terminate at the same time. Your Directors, however, have effected a new arrangement with the latter company for a continuance of connections, running of through trains and use of our tracks and passenger depot in New Haven, upon just and equitable terms, which arrangement can be terminated by either party upon six months notice."

—The Baltimore and Ohio Railroad Company has leased for a term of years with privilege of indefinite extension, the Sandusky, Mansfield and Newark Railroad, extending from Sandusky to Newark, O. The object and importance of this lease will be understood when it is borne in mind that the Baltimore and Ohio already controls the Central Ohio between Newark and the Ohio River at Bellaire. This arrangement makes the leased road a branch of the Baltimore and Ohio and thus virtually brings that rich and powerful road to the lake.

For other railroad items see "COMMERCIAL AND MISCELLANEOUS NEWS" on a previous page.

Atlantic & Great Western	1867	1868	1869	Chicago and Alton	1867	1868	1869
(507 m.) (507 m.) (507 m.)	(507 m.)	(507 m.)	(507 m.)	(280 m.) (280 m.) (280 m.)	(280 m.)	(280 m.)	(280 m.)
\$504,992	\$361,137	\$391,771	Jan...	\$243,787	\$276,116	\$276,116	Jan...
408,964	377,352	395,296	Feb...	157,832	275,139	275,139	Feb...
328,480	438,046	318,219	Mar...	235,061	267,004	267,004	Mar...
394,533	446,029	421,028	Apr...	282,165	279,121	331,148	Apr...
451,477	459,370	355,447	May...	325,510	303,342		May...
474,441	380,796	352,169	June...	342,357	384,564		June...
462,674	400,116	341,266	July...	354,244	404,012		July...
528,618	475,257	407,888	Aug...	415,982	508,100		Aug...
526,959	483,357	477,795	Sept...	408,999	486,196		Sept...
541,491	477,528	456,886	Oct...	426,752	503,745		Oct...
497,250	446,596	454,081	Nov...	359,103	459,568		Nov...
368,581	350,887		Dec...	380,169	361,700		Dec...
5,476,276	5,094,421		Year...	3,892,361	4,508,642		Year...

214,136 8 041,151 .. Year.. 3,807,900 1,923,862 .. Year.. 5,788,580 3,959,097

Exports of Leading Articles from New York.
following table compiled by

The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1869. The export of each article to the several ports for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given.

[illegible]

Imports of Leading Articles.

The following table, compiled from Custom House returns, show the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1869, and for the corresponding period in 1868:

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1869.	Same time 1868.		For the week.	Since Jan. 1, 1869.	Same time 1868.
China, Glass and Earthenware—				Metals, &c—			
China	324	3,737	2,675	Cutlery	49	1,643	1,515
Karthenware	1,532	24,238	14,174	Hardware	146	1,932	2,504
Glass	6,521	221,924	150,204	Lead, pigs	8,641	201,509	149,088
Glassware	234	5,867	5,564	Spelter, lbs.	33,000	5,543,303	1,029,630
Glass plate	231	3,996	1,420	Steel	1,311	5,280	55,232
Buttons	100	2,366	3,063	Tin, boxes	46,918	481,059	231,745
Coal, tons	1,683	15,149	20,028	Tin slabs, lbs.	926	1,303,388	2,275,635
Cocoa, bags	10,492	4,613	4,613	Rags	482	41,016	14,937
Coffee, bags	42,141	434,186	336,915	Sugar, hhds, tes & bbls.	15,433	151,347	150,300
Cotton bales	333	883	167	Sugars, boxes & bags	16,230	371,230	238,400
Bark, Peruvian	927	8,312	4,609	Tea	35,565	496,435	537,178
Blea powders	246	13,059	10,383	Tobacco	251	18,591	14,223
Brimstone, tons	70	6,001	3,991	Waste	25	765	430
Cochineal	191	962	966	Wines, &c—			
Cream Tartar	16	813	550	Champagne, bks	2,272	46,955	29,537
Gambier	419	11,337	8,896	Wines	7,622	56,415	26,526
Gums, crude	44	235	235	Wool, bales	1,632	20,985	12,426
Gum, Arabic	376	1,409	1,616	Articles reported by value—			
Indigo	144	3,246	1,540	Cigars	\$15,422	\$312,339	\$301,756
Madier	240	5,041	5,286	Corks	172	44,759	65,815
Oil, essence	22	66	232	Fancy goods	48,213	731,988	387,193
Oil, Olive	2,500	21,262	14,807	Fish	26,434	297,370	157,221
Opium	6	342	340	Fruits	3,137	88,560	100,421
Soda, bi-carb.	1,600	42,038	34,409	Lemons	7,452	415,306	413,718
Soda, sal.	1,964	12,489	19,983	Nuts	50,472	365,972	225,061
Soda, ash	1,415	16,912	12,690	Raisins	4,345	581,541	600,910
Flax	189	796	447	Hides undressed	475,285	4,368,070	2,396,479
Furs	190	2,391	1,606	Rice	5,984	154,279	283,822
Gunny cloth	99	3,105	4,657	Spices, &c—			
Hair	99	4,438	2,160	Cassia	8,809	121,171	60,415
Hemp, bales	1,068	46,833	47,697	Ginger	1,132	16,584	5,425
Hides, &c—	81	683	906	Pepper	6,401	48,316	72,316
Bristles	1,800	5,041	2,975	Saltpetre	13,319	108,015	100
Hides, dressed	819	17,466	14,516	Woods—			
India rubber	6	1,072	808	Cork	4,582	68,442	51,098
Ivory	23	847	401	Fustic	5,254	38,066	51,098
Jewelry, &c—	46	847	886	Logwood	8,071	169,639	121,590
Jewelry	23	413	401	Mahogany	1,329	33,929	33,513
Linseed	19,569	224,412	195,277				
Molasses	5,908	83,697	70,983				

COTTON.

FRIDAY, P. M., May 14, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, May 14. From the figures thus obtained it appears that the total receipts for the seven days have reached 22,201 bales, (against 22,450 bales last week, 21,087 bales the previous week, and 29,423 bales three weeks since,) making the aggregate receipts since September 1, 1868 up to this date, 2,205,985 bales (of which 241,000 bales are overland shipments direct to the mills), against 2,277,054 bales (of which 175,000 bales are overland shipments), for the same period in 1867, being an excess last season over this season 61,069 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

Received this week at—	1869.	1868.	Received this week at—	1869.	1868.
New Orleans	5,960	2,221	Florida	13	172
Mobile	2,458	620	North Carolina	198	344
Charleston	2,714	810	Virginia	1,821	1,654
Savannah	4,935	2,500	Total receipts	22,201	10,723
Texas	1,130	1,737	Increase this year	11,478	
Tennessee, &c	3,272	661			

The exports for the week ending this evening reach a total of 31,334 bales, of which 24,075 were to Great Britain, and 7,259 bales to the Continent, while the stocks at all the ports as made up this evening, are now 238,551 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us by our own correspondents at the various ports to-night:

Week ending	—Exported to—		Total	Same week	—Stock—	
May 14.	G't Britain.	Cont'n't.	this week.	1868.	1869.	1868.
New Orleans	14,279	2,914	17,223	14,238	67,656	33,535
Mobile	1,300	.....	1,300	.....	33,114	20,230
Charleston	1,811	.....	1,811	.....	9,434	10,795
Savannah .....	.....	.....	.....	7,726	24,973	6,801
Texas .....	.....	1,500	1,500	658	6,141	12,713
New York	6,685	2,815	9,500	8,659	75,801	75,000
Other ports .....	.....	.....	.....	.....	21,432	30,000
Total	24,075	7,259	31,334	31,291	238,551	189,074

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 53 bales, while the stocks to-night are 49,477 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports since Sept. 1, according to the latest mail returns. We do not include our telegrams to-night, as

we cannot insure the accuracy or obtain the detail necessary, by telegraph:

Receipts and Exports of Cotton (bales) since Sept. 1, and Stocks at Dates Mentioned.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Shipments to Nor. Ports.	Stock
	1869.	1867.	Great Britain	France	Other Foreign	Total		
New Orleans	759,808	373,913	283,991	145,430	99,412	528,823	178,666	81,182
Mobile	214,507	330,914	118,383	14,382	7,818	140,583	31,566	33,750
Charleston	180,101	233,867	46,429	...	3,066	49,495	122,517	11,893
Savannah	330,972	471,693	111,827	16,218	12,250	140,295	168,642	21,065
Texas	136,974	90,657	53,039	...	17,928	70,967	44,322	7,000
New York	95,032	106,087	215,070	16,816	53,495	285,411	...	75,801
Florida	15,467	28,982	...	...	...	...	...	...
North Carolina	34,133	33,701	...	...	...	...	...	...
Virginia	143,496	146,083	6,232	...	...	6,232	135,832	1,432
Other ports	286,679	253,749	11,068	...	8,022	19,090	...	20,000
Total this year	2,106,892	...	846,030	192,866	201,881	1,240,877	722,867	252,189
Total last year	...	2,269,676	1,148,279	183,394	191,042	1,522,715	676,702	302,367

*Under this head we have added the overland shipments direct to manufacturers to April 24, as follows: for the present year 241,000 bales, and for last year 175,000 bales.

The market the past week has exhibited no feature of special interest. Continued fair receipts at the ports and a very dull trade for goods have, in the absence of any encouragement from Liverpool, made holders a little less confident as to the future the earlier part of the week, and rather freer sellers; but towards the close prices are a shade better and holders firmer. Of the poorer grades the offerings have been very liberal all the week. On Saturday last very little was done, holders not being disposed to force sales, and buyers showing little disposition to operate at the quotations current; the closing price at Liverpool was 11½d for Middling Uplands. Monday brought no change either in prices or tone of the market. Spinners confined their purchases to supplying their more pressing wants, while shippers picked up a few lots rather under the market. But on Tuesday the continued dullness and slight falling off in prices at Liverpool—Middling Uplands closing at 11½d—together with the continued fair receipts at our own ports, induced some holders to yield a little in price here, so that the offerings of all grades became very liberal, and the transactions were fair, though buyers continued to operate with caution. Wednesday there was some improvement in the business done, the offerings, especially of the low grades, being quite liberal. On Thursday, the reports by cable showing the Liverpool market to be a little firmer, with an increase in the sales, our own market was strengthened, prices becoming steadier and, for the better grades, a shade higher. To-day there has been increased activity, the sales reaching 5,063 bales, but no change in quotations, and the close is firm. The transactions for forward delivery have been very limited, the total sales reported reaching only 400 bales low middling, of which 200 were on Monday, at 27½c, and the same amount on Thursday, at 27½c—all for delivery during the balance of the month. The total sales for immediate delivery this week foot up 18,020 bales (including 60 bales to arrive), of which 5,642 bales were taken by spinners, 2,153 bales on speculation, 8,508 bales for export, 1,717 bales in transit, and the following are the closing quotations:

Ordinary	Upland & Florida.	Mobile.	New Orleans.	Texas.
25 @...	25½ @...	25½ @...	25½ @...	25½ @...
Good Ordinary	26 @...	26½ @...	16½ @...	26½ @...
Low Middling	27½ @...	28 @...	28½ @...	28½ @...
Middling	28½ @...	29 @...	29½ @...	29½ @...

Below we give the sales and price of middling cotton at this market each day of the past week:

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas.
Saturday	2,096	28½ @...	29 @...	29½ @...	29½ @...
Monday	1,633	28½ @...	29 @...	29½ @...	29½ @...
Tuesday	2,923	28½ @...	28½ @...	29 @...	29½ @...
Wednesday	3,077	28½ @...	28½ @...	29 @...	29½ @...
Thursday	3,218	28½ @...	29 @...	29½ @...	29½ @...
Friday	5,063	28½ @...	29 @...	29½ @...	29½ @...

THE WEATHER IN THE SOUTH.—There has been an improve ment in the weather throughout the South during the past week, but cotton is undoubtedly backward, and will need much and immediate cleaning to ensure a good stand. We hear some talk of abandoning portions of the land planted, the weeds, they claim, having grown so fast as to make it necessary to give up part to secure the balance. It is very difficult to say what reliance is to be placed on these early rumors of injury done. Of course, the disposition is always to exaggerate, and such rumors do not lose anything by traveling; but we are inclined to think, as stated above, that thus far the start has not been favorable, and that the trying time is now to come, the question being reduced to a contest between the weeds and the labor supply.

The exports of cotton this week from New York show a small decrease, the total reaching 8,962 bales, against 10,090 bales last week. Below we give our table showing the exports of cotton from

New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1868; and in the 1st column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1868

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	April 20.	April 27.	May 4.	May 11.		
Liverpool.....	8,665	12,436	7,726	6,195	213,015	267,390
Other British Ports.....	.....	30	.....	.....	3,055	7,359
Total to Gt. Britain.....	8,665	12,466	7,726	6,195	215,070	274,749
Havre.....	1,536	.....	244	.....	16,846	24,896
Other French ports.....	.....	.....	.....	.....	.....	203
Total French.....	1,536	.....	244	.....	16,846	25,099
Bremen and Hanover.....	848	1,290	1,470	1,478	30,172	31,417
Hamburg.....	350	154	650	465	10,067	10,067
Other ports.....	.....	.....	.....	824	1,157	6,505
Total to N. Europe.....	1,198	1,444	2,120	2,767	49,807	47,959
Spain, Oporto and Gibraltar &c.....	.....	.....	.....	.....	2,498	2,172
All others.....	.....	862	.....	.....	1,190	2,666
Total Spain, etc.....	.....	862	.....	.....	3,688	4,838
Grand Total.....	11,399	14,772	10,090	8,962	285,411	352,645

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1868:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	458	80,173	396	58,613	.....	6,371	.....	1,485
Texas.....	666	37,175	.....	9,771	.....	.....	.....	298
Savannah.....	1,595	131,595	.....	1,573	406	13,470	198	11,789
Mobile.....	.....	14,344	.....	5,567	.....	333	.....	50
Florida.....	.....	7,083	.....	.....	.....	.....	.....	.....
South Carolina.....	1,737	96,021	.....	4,470	114	5,754	197	15,662
North Carolina.....	296	6,851	.....	152	.....	1,305	3	2,324
Virginia.....	1,013	66,395	366	18,040	.....	.....	287	22,504
North'n Ports.....	211	11,544	577	53,542	.....	.....	27	119
Tennessee, &c.....	1,399	93,419	1,061	31,079	483	19,597	429	15,350
Foreign.....	88	5,8	.....	680	.....	.....	.....	28
Total this year.....	7,373	273,967	2,330	188,487	1,001	46,830	1,141	69,639
Total last year.....	4,684	571,854	551,205	940	705	27,754	641	72,721

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 30,780 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—		Total bales.
NEW YORK.—To Liverpool, per steamers City of Boston, 630.....	City of Baltimore, 650.....	Erin, 1,602.....
Hecle, 588.....	Idaho, 1,036.....	Siberia, 61.....
Denmark, 545.....	Palmyra, 777.....	City of Manchester, 316.....
To Bremen, per steamers Bremen, 788.....	Donan, 690.....	.....
To Hamburg, per steamer Cimbrina, 465.....	.....	465
To Cronstadt, per bark Alka, 824.....	.....	824
NEW ORLEANS.—To Liverpool, per ships Marcia Greef, 3,737.....	Amaraith, 3,884.....	Margaret Pollock, 2,559.....
per bark Mary Ann, 1,026.....	.....	11,206
To Bremen, per ship Hansa, 882.....	.....	882
MOBILE.—To Liverpool, per ship Tuscarora, 3,748.....	.....	3,748
To Havre, per ship Neptune, 1,802.....	.....	1,802
GALVESTON.—To Liverpool, per barks Rhea, 1,345.....	Rzra, 871.....	2,216
BALTIMORE.—To Liverpool, per ship Fr. B. Cutting, 1,302.....	.....	1,302
To Bremen, per steamer Baltimore, 1,508.....	.....	1,508
BOSTON.—To Liverpool, per steamer Hecla, 13 Sea Island.....	.....	13
To British Provinces, 12.....	.....	12

Total exports of cotton from the United States this week ... bales. 30,780
The particulars of these shipments arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Hamburg.	Cronstadt.	British Prov.	Total.
New York.....	6,195	.....	1,478	465	824	.....	8,962
New Orleans.....	11,206	.....	882	.....	.....	.....	12,088
Mobile.....	3,748	1,802	.....	.....	.....	.....	5,550
Galveston.....	1,345	.....	.....	.....	.....	.....	1,345
Baltimore.....	1,302	.....	1,508	.....	.....	.....	2,810
Boston.....	13	.....	.....	.....	.....	12	25
Total.....	23,509	1,802	3,868	465	824	12	30,780

GOLD EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 137 and 139, and the close to-night was 138½. Foreign exchange closed steady, with a moderate demand and a light supply of bills. The latest transactions reported were effected on a basis of 109½ @ 109½ for London prime bankers' long, 110½ @ 110½ for bankers' sight, and 108½ @ 109 for prime commercial. Freight show a little more activity, but without change of rates, engagements being still reported at 5-32d. by steam to Liverpool.

TELEGRAPH.—The following despatches from the Southern ports and from Liverpool contain some matters of interest not given above:
BOSTON, Mass., May 14.—Exports this week—to Great Britain and Continent, none. Stock on hand, 14,000 bales.
BALTIMORE, Md., May 14.—Exports this week—to Great Britain and Continent, none. Stock on hand, 3,044 bales.

NORFOLK, Va., May 14.—Net receipts of the week, 1,736 bales. Exports—coastwise, 1,906 bales. Stock on hand and on shipboard not cleared, 638 bales. Market quiet; Low Middlings 26½c. Sales of the week, 235 bales.

WILMINGTON, N. C., May 14.—Total receipts of the week, 73 bales. Exports—coastwise, 142 bales. Stock on hand, in store and on shipboard, 189 bales. Market dull. Total sales of the week, 110 bales.

CHARLESTON, S. C., May 14.—Net receipts of the week, 2,714 bales; coastwise, 1 bale—total, 2,715 bales. Exports—to Great Britain, 1,811 bales to other foreign ports, none; coastwise, 3,388 bales. Stock on hand, 4,434 bales. Market quiet; Middlings 27½ @ 27½c, Sea Island, 50c @ \$1 00. Sales of the week, 2,360 bales.

SAVANNAH, Ga., May 14.—Net receipts of the week, 10 bales Sea Island and 4,925 bales Uplands—total, 4,935 bales; coastwise, 114½. Exports—to Great Britain and Continent, none; coastwise, 204 bales Sea Island and 1,754 bales Uplands. Stock on hand, 883 bales Sea Island and 21,090 bales Uplands—total, 21,973 bales. Market quiet and steady; Middlings, 27c. Sales of the week, 1,500 bales.

MOBILE, Ala., May 14.—Receipts of the week, 2,458 bales. Exports—to Great Britain, 1,330 bales; coastwise, 1,791 bales. Stock on hand 33,114 bales. Sales of the week, 4,000 bales. Sales to-day, 509 bales. Market quiet; Low Middlings, 26½c. Receipts, 377 bales.

NEW ORLEANS, La., May 14.—Receipts of the week, 5,660 bales; receipts to-day, 1,453 bales—gross, 6,514 bales. Exports to-day, 300 bales; exports for the week—to Great Britain, 14,379 bales; to the Continent, 2,944 bales; coastwise, 2,917 bales. Stock on hand, 67,656 bales. Sales to-day, 2,560 bales; sales for the week, 11,900 bales. Market unchanged.

GALVESTON, Tex., May 14.—Receipts of the week, 1,130 bales. Exports—to Bremen, 1,500 bales; to New York, 526 bales; to New Orleans, 23 bales. Stock on hand, 6,141 bales. Market dull and depressed; Good Ordinary 15½c. Sales 970 bales.

LIVERPOOL, May 14—4:30 P. M.—The market opened quiet and closed a shade easier, with sales of the day amounting to 8,000 bales. The sales of the week have been 52,000 bales, of which 7,000 were taken for export, and 3,000 on speculation. Stock in port and on shipboard is estimated at 374,000 bales, of which 183,000 are from the United States. The stock at sea bound to this port is estimated at 583,000 bales, of which 183,000 are American.

For the convenience of our readers we give the following, showing the sales and stocks at and afloat for Liverpool each of the last four weeks:

	May 14.	May 7.	April 30.	April 23.
Total sales.....	52,000	47,000	51,000	50,000
Sales for export.....	7,000	7,000	9,000	8,000
Sales on speculation.....	3,000	3,000	6,000	4,000
Total stock.....	374,000	362,000	351,000	393,000
Stock of American.....	183,000	165,000	168,000	167,000
Total afloat.....	583,000	584,000	487,000	451,000
American afloat.....	183,000	196,000	182,000	153,000

The shipments from Bombay to the 8th instant since the last report (according to private advices) have been 60,000 bales.

Trade Report.—The market for yarns and fabrics at Manchester is firmer. The following table will show the daily closing prices of the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Midd. Uplds.	11½	11½	11½	11½	11½	11½
" Orleans.....	12	11½	11½	11½	11½	11½
" Up to arrive.....	.....	.....	.....	11½	.....	.....

HAVRE, May 14.—The market has run quiet and steady to-day at 141 francs per cwt. for tres ordinaires on the spot and 138 francs for low middlings afloat.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of May 1, states:

LIVERPOOL, May 1.—The cotton market has been dull throughout the week, and considerable pressure has been evinced to sell. The consequence has been that prices have further declined. Sea Island cotton is 1d to 2d per lb cheaper than it was two months since. Middling and inferior American cotton has declined ½d; East India, ¼d per lb; while Brazilian and Egyptian produce is rather lower in price.

In cotton to arrive the transactions have been comparatively limited; the latest quotations are: American, basis of Middling, from Savannah, ship named, 11½; New Orleans, March shipment 12 1-16d; ship named, 11½; Ceara, basis of fair, ship named, 11½; Maceio, basis of fair, ship named, 11½; Broach, fair new Merchants; ship named, 9½d; Dhollerah, fair new Merchants, ship named, 9½d; 9½d; Oomrawutte, fair New Merchants, ship named, 9½d; early February sailing, 10d; early March 9½d per lb. The following are the prices of American cotton compared with those of last year:

Description.	Ord. & Mid.	Fair & G'd	Same date 1867.
Sea Island.....	24 26	29 -31	34 -54
Stained.....	10 12	13 -15	17 -20
Upland.....	10½ -11½	11½	12
Mobile.....	10½ -11½	12	12½
New Orleans.....	10½ -11½	12½	12½
Texas.....	10½ -11½	12½	12½

The following are the prices of middling qualities of cotton at this date and since 1866:

	1866.	1867.	1868.	1869.	1866.	1867.	1868.	1869.
Mid. Sea Island 30d	18d.	27d.	26d.	.....	Mid. Pernamb 15d.	11½d	12½d	11½
Upland.....	13½	11½	12½	11½	Egyptian 14½	12	11	10½
Mobile.....	11	11½	12½	12	Broach.....	8	8	9½
Orleans.....	14½	11½	12½	12½	Dhollerah 8	8	9½	8½

Annexed is a statement showing the stocks of cotton in Liverpool and London, and also the stocks of American and Indian produce ascertained to be afloat to those ports:

	1868.	1869.
Stock in Liverpool.....	526,230	351,540
London.....	45,520	71,922
American cotton afloat.....	139,000	182,000
Indian.....	285,067	394,653
Total.....	965,817	1,006,130

Since the commencement of the year the transactions on speculation for export have been to the following extent:

	Actual export from Liverpool, Hull and other outports to this date.	Actual export from U. K. in 1868.
American.....	81,551	170,480
Brazilian.....	14,140	37,140
Egyptian, &c.....	10,563	5,420
West Indian.....	300	2,150
East Indian.....	158,290	73,620
Total.....	264,780	320,840

The following statement shows the sales and imports of cotton for the week and year, and also the stocks of produce on hand on Thursday evening last:

	1869.	1868.	1867.	1866.
American.....	81,551	170,480	34,330	28,795
Brazilian.....	14,140	37,140	2,330	17,114
Egyptian, &c.....	10,563	5,420	2,629	15,155
West Indian.....	300	2,150	500	4,627
East Indian.....	158,290	73,620	31,840	63,399
Total.....	264,780	320,840	73,950	115,771
Total.....	264,780	320,840	73,950	216,158
Total.....	264,780	320,840	73,950	915,120

SALES, ETC., OF ALL DESCRIPTIONS.									
Sales this week.				Total year.	Same period 1868.	Average 1868.	Average 1869.	Average 1868.	Average 1869.
Trade.	port.	tion.	Total.						
Ex. Specu-									
American..	15,770	2,900	3,730	22,000	450,030	745,200	19,460	30,410	
Brazilian..	7,840	280	580	8,740	162,915	250,640	7,500	10,920	
Egyptian..	3,870	130	70	4,070	30,040	131,920	3,920	5,100	
West Indian..	1,410	810	1,720	23,950	38,660	1,270	1,720		
East Indian..	10,090	5,340	1,890	17,320	519,610	431,650	15,000	11,470	
Total.....	39,020	8,960	5,870	53,850	1,236,530	1,657,930	47,150	59,630	

Of the present stock of cotton in Liverpool 47½ per cent is American, against 64½ per cent last year. Of Indian cotton the proportion is 18 per cent, against 7½ per cent.

LONDON, May 1.—The market has been very dull, and prices have declined ¼@½d per lb. The following are the particulars of imports, deliveries and stocks:

	1867.	1868.	1869.
Imports, Jan. 1 to April 29..... Bales.	42,141	55,266	97,734
Deliveries.....	51,972	113,783	165,041
Stocks April 29.....	47,929	45,530	77,923

ALEXANDRIA, April 16.—There has been much inactivity in this market, but prices are firm. Fair open ginned produce is quoted at 13½d; and good fair do at 13½d per lb free on board. The shipments have been:

From—	G. Britain,	Continent,	Total.
Nov. 1, 1868, to April 15, 1869..... bales.	122,145	40,527	162,672
Same period 1867-8.....	139,811	96,949	176,760
" " 1866-7.....	143,032	26,731	169,763
" " 1865-6.....	119,239	24,420	143,659
" " 1864-5.....	169,485	33,311	202,796

BOMBAY, May 1.—Our cotton market this week opened strong, but on receipt of later telegrams from Liverpool the demand has subsided, and former rates are no longer obtainable. We quote: New fair Dholera, 9½d, cost and freight; new fair Branch 9½, cost and freight; new fair Oomrawuttie, 9½d, cost and freight; new fair saw-ginned Dharwar, 10½d, cost and freight. Weekly sales, 7,500 candies "spot," and 800 candies for forward delivery. Sailings for the week, 47,000 bales for Liverpool and 1,000 for Havre. Our piece goods market has been active, and a good business has been done at hardening prices. 8½lb shirtings, 6s. 7a.; 7 lb shirtings, 5s. 7a.; No 40 mule twist, 12a.

TOBACCO.

FRIDAY, P. M., May 14, 1869.

There is a further increase in the exports of crude tobacco this week, the total from all the ports reaching 4,927 hhds., 259 cases, 411 bales, 167 hhds. stems, and 77 tierces, against 2,441 hhds., 941 cases and 492 bales for the previous seven days. Of these exports for this week, 2,268 hhds., 1,209 cases, 356 bales, and 28 tierces were from New York, 1,834 hhds., 167 do stems, and 49 tierces from Baltimore. The direction of the shipments of hhds. was as follows: To Bremen, 3,099; 167 stems; to Amsterdam, 934; to Liverpool, 117; to Gibraltar, 161, and the balance to different ports. During the same period the exports of manufactured tobacco reached 237,040 lbs., of which 65,088 were to Sydney. The full particulars of the week's shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Stems.	Tes.	Pkgs.	Man'd lbs.
New York.....	2,268	1,309	356	28	6	229	69,090
Baltimore.....	1,834	167	49	49	35	5,851	
Boston.....	16	50	13	.....	.....	.....	2,100
Philadelphia.....	819	42	.....	.....	.....	.....
New Orleans.....	.....	.....	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
San Francisco.....	.....	.....	.....	.....	.....	.....

Total..... 4,927 1,259 411 167 77 41 237,040
Total last week..... 2,441 941 377 1 769 81,154
Total previous week..... 1,004 1,225 253 18 172 79,923

Below we give our usual table showing the total export of Tobacco from all the ports of the United States, and their direction, since November 1, 1868:

Exports of Tobacco from the United States since November 1, 1868.

To	Hhds.	Cases.	Bales.	Cer's	Stems.	Pkgs.	Man'd lbs.
Great Britain.....	3,876	745	665	350	1,905	1,092	960
Germany.....	11,914	10,847	8,156	617	1,574	219	103,501
Belgium.....	1,569	92	100	.....	.....	.....	26,264
Holland.....	5,282	650	100	1	268	104	12,235
Denmark.....	888	277	1 1	.....	.....	.....	6,316
Italy.....	586	122	.....	.....	.....	.....	2,286
France.....	3,691	502	.....	.....	.....	.....	96,489
Spain, Gibralt. &c.....	1,511	927	355	.....	14	180	.....
Mediterranean.....	.....	.....	.....	.....	.....	.....	.....
Austria.....	.....	.....	.....	.....	.....	.....	.....
Africa, &c.....	830	213	12	.....	81	15,624	
China, India, &c.....	.....	830	.....	.....	46	730	
Australia, &c.....	1	331	2	24	.....	3	981,510
B. N. Am. Prov.....	208	518	511	.....	1,388	121,699	
South America.....	219	711	1,995	.....	1,676	11,379	
West Indies.....	736	327	1,315	17	1,040	249,083	
East Indies.....	.....	.....	.....	.....	.....	1	2,900
Mexico.....	.....	41	89	.....	.....	.....	5,463
Honolulu, &c.....	.....	131	.....	.....	.....	.....	.....
All others.....	166	69	1,504	2	.....	387	137,849
Total since Nov 1.....	36,804	16,572	15,946	1,015	1,866	7,106	2,946,486

The following table indicates the ports from which the above exports have been shipped:

From	Hhds.	Cases.	Bales.	Tes.	Stems.	Bxs. & Lbs.
New York.....	18,420	11,580	13,363	888	14	4,327 2,705,934
Baltimore.....	14,812	63	150	50	1,845	228 13,126
Boston.....	705	1,635	1,991	30	.....	3,063 147,570
Philadelphia.....	2,253	2	379	.....	.....	303
New Orleans.....	.....	557	59	.....	.....	6
San Francisco.....	368	.....	47	.....	.....	2,026
Portland.....	15	.....	.....	.....	.....	89 3,850
Total since Nov 1.....	36,804	16,572	15,946	1,015	1,856	7,106 2,946,486

The tobacco market the past week has been active and firmer for Kentucky Leaf, but otherwise quiet and unchanged.

Kentucky Leaf has been in active demand both for export and speculation, with a fair business to manufacturers and dealers. The speculative demand has been mainly in Lugs and Low Leaf, which has advanced 1 cent per lb. The medium grades are ½ cent higher. The sales of the week foot up the large aggregate of 2,800 hhds, making 4,109 hhds thus far for May, but for the past day or two the demand has been liberal. The advance has somewhat checked business.

The market for Seed Leaf Tobacco has, on the contrary, been dull and depressed. Receipts are liberal, and accounts from abroad are not favorable to maintaining present gold prices. Sales are: 56 cases New Connecticut, 22 cents; 80 cases Old State, private terms; 29 cases Connecticut Wrappers, crop of 1866, 18 cents; 26 cases Connecticut Wrappers New, 28 cents; 160 cases New State, 14@18 cents; 50 cases Old Connecticut, 25 cents.

Spanish Tobacco is dull. As we remarked last week, the advance in gold prevents holders accepting late currency prices, and they cannot get any advance. Sales, 150 bales Havana at 98@110 cents.

Manufactured Tobacco remains quiet, but is firm.

The receipts of tobacco at New York this week, and since Nov. 1 have been as follows:

From	This week— hhds.	Previously— hhds.	Previously— pkgs.	Previously— hhds.	Previously— pkgs.
Virginia.....	307	1,070	24,888	4,014	26,533
Baltimore.....	43	415	921	1,385	1,800
New Orleans.....	2	.....	110	461	112 461
Ohio, &c.....	2,048	465	14,295	22,101	16,343 23,566
Other.....	.....	349	537	349	537
Total.....	2,380	2,550	19,420	49,372	21,780 51,923

The following are the exports of tobacco from New York for the past week:

	Hhds.	Cases.	Bales.	Tes.	Pkgs.	Lbs.
Liverpool.....	42	.....	.....	28	.....	52,785
London.....	6	.....	.....	.....	.....	40,609
Glasgow.....	.....	.....	.....	.....	.....	5,715
Bremen.....	1,479	1,127	190	.....	.....	.....
Hamburg.....	.....	.....	251	.....	.....	22,301
Amwerp.....	220	24	.....	.....	.....	65,088
Gibraltar.....	161	3	.....	.....	.....	63
Sydney.....	.....	.....	.....	.....	.....	17,098
Danish West Indies.....	.....	.....	.....	.....	.....	4,725
British N. A. Colonies.....	124	1	.....	.....	.....	10,100
French West Indies.....	36	.....	.....	.....	.....	1,445
Cuba.....	1	.....	.....	.....	.....	3,300
Haiti.....	.....	.....	.....	.....	.....	172
Mexico.....	.....	.....	.....	.....	.....	5,887
No. Granada.....	.....	.....	.....	.....	.....	.....
Venezuela.....	.....	.....	.....	.....	.....	.....
Argentine Republic.....	.....	50	.....	.....	.....	.....
Total.....	2,068	1,209	356	28	6	229,039

* The exports in this table to European ports are made up from manifests, verified and corrected by an inspection of the cargo.

The direction of the foreign exports for the week, from the other ports, has been as follows:

From Baltimore—To Bremen, 825 hhds., 167 do stems.... To Liverpool, 75 hhds., 49 tierces.... To Amsterdam, 934 hhds.... To Havana, 5,851 lb; manufactured.
From Boston—To Capetown, 5 hhds, 30 boxes.... To St. Pierre Martinique, 11 hhds.... To Port Au Prince, 25 half bales.... To British Provinces, 50 cases, 5 boxes.
From New Orleans—To Bremen, 795 hhds.... To Liverpool, 24 hhds.... To Brazos St. Jago, 42 b lbs.
From Philadelphia—To Kingston, 2,100 lbs manufactured.

BREADSTUFFS.

FRIDAY, May 14, 1869, P. M.

The breadstuffs market has been exceedingly variable and unsettled the past week.

The receipts of flour have been less liberal, while the demand has been very fair, especially for common shipping extras, which have advanced 10@15 cents per bbl, while the low grades, as well as the family brands have remained unchanged. It will be noticed that while the receipts the past week are 11,000 bbls. less, the exports are 10,000 bbls. greater than in the corresponding week of last year; this fact has served to strengthen the views of holders, especially as the low price stimulates consumption. The business for export has been mainly in extra State, for which \$6 40 has been the ruling price for good lines, but the close is weak.

will be upon a more settled basis, and trade in all respects more satisfactory.

The unfavorable results of business in the past must have one good effect, namely, that of making manufacturers and importers more cautious as to the quantity of goods they get on hand; and we regard the fact of this market having been often overstocked with goods during the past few years, as one which must exert a very favorable influence upon the future of the dry goods trade.

It is becoming more and more apparent to merchants that the country is not in such a settled condition that the course of trade can be calculated on with the same degree of certainty formerly attainable, and until our currency is nearer a gold basis, and the annual supply of cotton to be furnished to the world each year has approached near to a fixed quantity, we must expect that fluctuations in the market will be frequent, and the demand for dry goods in the country will vary largely from year to year.

The most improvement this week has been in foreign dress goods, for the better styles of which there has been a good demand and an advance in prices.

In brown sheetings there have been some concessions without stimulating business. In other cotton goods prices have been firm.

The exports of dry goods for the past week, and since January 1, 1869, and the total for the same time in 1867 and 1868 are shown in the following table:

Exports to	FROM NEW YORK.			FROM BOSTON.		
	Domestic.	Val.	D. Goods.	Domestic.	Val.	D. Goods.
Cuba	7	\$231	...	3	...	...
British West Indies	7	577	...	...	...	...
French West Indies	1	50	...	...	...	...
Mexico	19	3,221	...	...	...	...
New Granada	15	1,462	...	...	...	...
Argentine Republic	123	7,287	...	...	...	...
Canada	327	42,651	...	...	...	...
Liverpool	...	...	2	468	39	...
Glasgow	...	...	1	300	...	...
Canada	...	...	7	1,699	...	...
Venezuela	...	...	1	79	...	...
Haiti	...	...	...	9	...	...
British Provinces	...	...	...	10	...	...
Total this week	537	\$55,779	11	\$2,546	61	...
Since Jan. 1, 1869	9,340	963,953	1,196	\$5,162	2,933	35
Same time 1868	10,192	950,400	1,733	\$93,748	5,300	...
" " 1867	37,714	...	...	21,155	...	...

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

BROWN SHEETINGS AND SHIRTINGS have been sparingly dealt in, and rather less steadiness is noticed than last week. In a few instances concessions are made, and on Wednesday a prominent house put Lawrence C goods at 14 cents. But little effect as yet has been produced in other lines by this however, beyond a weakened tone and very limited sales. Fine browns are fairly steady, and the goods are taken for immediate wants with some confidence. Agawam 36 inches 12½, Amoskeag A 36 15, do B 36 —, Atlantic A 36 15½, do H 36 15, do P 36 13, do L 36 —, do V 36 12½, Appleton A 36 15, Augusta 36 14½, do 30 13½, Bedford R 30 10, Booth H 27 11, do O 34 11½, do S 40 13½, do W 45 13, Commonwealth O 27 8½, Grafton A 27 9, Graniteville AA 36 —, do EE 36 15, Great Falls M 36 12½, do S 36 11½, Indian Head 36 15½, do 30 —, Indian Orchard A 40 14, do C 36 13½, do BB 36 12, do W 34 11½, do NN 36 14, Laconia O 39 14, do B 37 —, do E 36 13, Lawrence A 36 13, do E 36 12½, do F 36 13, do G 34 11½, do H 27 11, do LL 36 12½, Lyman C 36 14½, do E 36 15, Massachusetts BB 36 13, do J 30 11½, Medford 36 —, Nashua fine 38 14, do 36 15½, do E 39 17, Newmarket A 12½, Pacific extra 36 15, do H 36 15, do L 36 13½, Pepperell 6-4 30, do 7-4 32½, do 8-4 37½, do 9-4 45, do 10-4 50, do 11-4 55, Pepperell E fine 39 15, do R 36 14, do O 33 13, do N 30 12, do G 30 12, Pocasset F 30 10, do K 36 12½, do 40 15½, Saranac fine O 33 14, do R 36 15, do E 39 16½, Sigourney 36 10, Stark A 36 15, Swift River 36 12, Tugger 27 9, Tremont M 33 11.

BLEACHED SHEETINGS AND SHIRTINGS have shown little variation since last report, but the trade in the goods is in no respect improved, and accumulation in some of the less known brands is evident. Wide goods are in better supply, with prices unchanged. Amoskeag 46 20, do 24 24, do A 36 15, Androscoggin 36 17½, Appleton 36 17, Attawangan XX 36 14, Atlantic Cambrie 36 26, Ballou & Son 36 14, do 32 12, Bartlett 36 15½, do 33 14½, do 30 13½, Bates 36 15½, do B 33 15, Blackstone 36 14½, do D 36 13, Booth B 36 15½, do C 33 14, do E 36 12½, do H 28 11, do O 30 13, do R 25 10, do L 36 15½, do W 45 19, Jwright 40 22, Ellerton E 42 20, do 27 10, Elmwood 33 22½, Forestdale 36 16½, Fruit of the Loom 36 18, Globe 27 —, Gold Medal 36 15, Greene Mfg Co 36 11½, do 30 10½, Great Falls K 36 16, do M 33 13, do S 31 12, do A 33 14, Hill's Semp. Idem 36 17½, do 33 16, Hope 36 14, James 36 14½, do 33 13½, do 31 12½, Lawrence B 36 16, Lonsdale 36 18, Masonville 36 18, Newmarket C 36 14½, New York Mills 36 25, Pepperell 6-4 32½, do 8-4 45, do 9-4 52½, do 10-4 57½, Rosebush 36 16½, Red

Bank 36 11½, do 32 14, Slater J. & W. 36 14, Tuscarora 36 20, Utica 5-4 35, do 6-4 40, do 9-4 —, do 10-4 —, Waltham X 33 12½, do 42 17½, do 6-4 —, do 8-4 42½, do 9-4 50, do 10-4 55, Wamsutta 45 32, do 40 29, do 36 22½, Washington 33 10.

BROWN DRILLS are scarcely as plenty, and less disposition is shown to make concessions, even by the package. Amoskeag 17, Booth 16½, Graniteville D 16½, Laconia 17, Pepperell 17, Stark A 16½, do H 15½.

PAINTS are becoming unsettled, and considerable confusion is caused by the irregular rates at which some of the medium brands are held by the different houses. Prices for standard goods are steady however for best styles, and lower rates are not even hinted at. Allens 12, American 12, Amoskeag —, Arnolds 10, Cocheco 14, Conestoga 12, Dunnell's 12½, Freeman 10, Gloucester 12, Hamilton 12½, Home 9½, Lancaster 12, London mourning 11-11½, Mallory 11½, Manchester 11½-12, Merrimac D 12½, do pink and purple 15, do W 14½, Oriental 12, Pacific 12½, Richmond's 12, Simpson Mourning 11-11½, Sprague's purple and pink 13, do blue and white 13½, do shirtings 13, Wamsutta 8½-9½.

GINGHAMS continue very steady in price; in fact less change has been noticed throughout the season in this class of goods than in almost any other. Allamance plaid 18, Caledonia 14, Earleton 22½-25, Glasgow 16, Hampden 16, Lancaster 17, Manchester 13½.

MUSLIN DELAINES are quite neglected, and few new styles are being shown; while prices are unchanged. Pacific Armures 20, do Alpaca 3-4 25, do 6-4 26, Pekins 22½, Oriental Lustres 18.

TICKINGS are firmly held, and few concessions are to be obtained. Albany 10½, American 14½, Amoskeag A C 35, do A 29, do B 24, do C 22, do D 20, Blackstone River 16, Conestoga 25, do extra 30, Cordis 29, do BB 17½, Hamilton 25, do D 21, Lewiston 36 35, do 32 30, do 30 23, Mees. and Wm's 29, Pearl River 32, Pemberton A 25, do E 17, Swift River 16½, Thorndike 17½, Whittenden A 22½, Willow Brook 27½, York 30 26, do 32 32½.

STRIPES are taken freely at full rates. Some brands tend upward in price. Albany 10½, American 15, Amoskeag 21-22, Boston 15, Everett 13½, Hamilton 21½, Haymaker 16, Sheridan A 14, do G 14½, Uncasville dark 16, do light 15, Whittenton AA 21½, do A 20, do BB 17, do C 15, York 21½.

DENIMS continue very firm, and no over supply is visible; but rather the reverse in a few makes. Amoskeag 30, Blue Hill 15, Beaver Cr. blue 27½, do CC 19, Columbian extra 30, Haymaker 18, Manchester 20, Otis AXA 27½, do BB 25, do CC 20, Pearl River 29, Thorndike 19, Tremont 20.

CORSET JEANS are without change, the market being kept well supplied. Amoskeag 15, Androscoggin 16, Bates 12½, Everetts 15½, Indian Orch. Imp 13½, Laconia 15½, Naumkeag 15½, Newmarket 14, Washington sixteen 17.

CAMBRICS show no movement of note in price or transactions. Amoskeag 10, Portland S, Pequot 10½, Victory H 9, do A 10, Washington 10.

COTTON BAGS are a little more active, and a few styles are at an advance. American 42½, Androscoggin 42½, Arkwright A 44, Great Falls A 45, Lewiston 45, Ludlow AA 45, Outaries 45, Stark A 47, do C 3 bush 55, Union A 27½.

COTTON YARNS without any change to notice. Best Georgia Cotton Yarns Nos. 6 to 12 40, Best South Carolina small skeins 44.

SPRIG CORRONS are firmly held, and foreign goods tend towards an advance through the rise in gold.

FOREIGN DRESS GOODS in seasonable fabrics show more activity, and slight advances in price have been obtained on some styles. Staple styles of summer fabrics have realized better prices at auction in a few instances, but the extensive offerings of the last day or two at some of the rooms, have proved that the trade are not in condition to take large quantities of anything, however desirable; and with the exception of the very best and scarcest styles prices have ruled low, while much indifference has been shown by buyers generally.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 13, 1869, and the corresponding weeks of 1867 and 1868, have been as follows:

	1867.		1868.		1869.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	262	\$98,339	763	\$217,306	447	\$158,328
do cotton...	281	106,383	641	179,839	399	158,657
do silk...	96	133,382	407	325,325	215	286,756
do flax...	561	186,303	713	199,349	562	112,315
Miscellaneous dry goods...	166	8,134	354	89,718	188	64,392
Total	1,366	\$642,941	2,718	\$1,011,507	2,108	\$770,368

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	372	\$160,389	351	\$119,895	478	\$164,377
do cotton...	276	52,712	179	31,229	275	76,363
do silk...	103	121,926	50	51,288	58	67,309
do flax...	238	61,066	246	55,606	361	61,614
Miscellaneous dry goods...	354	82,765	370	94,502	1,397	33,765
Total	4,820	\$461,878	3,896	\$313,021	3,050	\$408,418
Add ent'd for consup't'n	1,366	\$642,941	2,718	\$1,011,507	2,108	\$770,368
Total withdrawn upon mkt.	6,186	\$1,004,199	6,614	\$1,324,328	5,158	\$1,178,786

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	388	\$168,550	355	\$119,896	712	\$248,433
do cotton...	216	59,619	192	31,276	447	169,789
do silk...	65	74,188	51	49,910	63	78,780
do flax...	193	57,681	267	54,418	733	139,176
Miscellaneous dry goods...	324	77,008	3, 63	42,305	148	54,523
Total	1,696	\$370,829	3,977	\$320,198	2,103	\$627,590
Add ent'd for consup't'n	1,366	\$642,941	2,718	\$1,011,507	2,108	\$770,368
Total entered at the port	2,962	\$912,820	6,735	\$1,332,005	4,211	\$1,402,958

Dry Goods.

American silks.

THE BEST QUALITY OF

BLACK GROS GRAIN

Manufactured in this Country offered for Sale by

C. A. AUFFMORDT & CO.,
134 & 136 DUANE STREET.**JENKINS, VAILL &
PEABODY,**

46 LEONARD STREET,

DRY GOODS COMMISSION MERCHANTS.

Sole Agents for the sale of

COTTONS AND WOOLENS,

Of Several Mills.

AMERICAN SILKS.

MANUFACTURED BY

CHENEY BROTHERS.

Machine Twist,

Sewing Silk,

Trawls and Organzines,

FINE ORGANZINES FOR SILK MIXTURE, CASSIMERE.

Foulards and Florentines, 1

Pongee Handkerchiefs,

Silk Warp Poplins,

Silk Dress Goods,

Belt Ribbons.

SILKS FOR SPECIAL PURPOSES TO ORDER.

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102 Franklin Street, New York.

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LEONARD BAKER & CO.,

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IS UNSURPASSED FOR HAND AND MACHINE SEWING.

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SHOE THREADS,
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GILL NETT TWINES, FISH LINES,
TWINES, FLAX, ETC.**BARBOUR BROTHERS,**99 Chambers Street, Corner Church Street, New York
WORKS. PATERSON, NEW JERSEY

ARM. MILLS

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MILLS & SHIPMAN,

WOOL BROKERS,

NO. 50 BROADWAY, NEW YORK.

We are prepared to make cash advances upon Wool, on the spot or in transit.

THOS. H. BATE & Co.,

MANUFACTURERS OF

DRILLED-EYED NEEDLES,**Fish Hooks and****Fishing Tackle,****NO. 7 WARREN STREET, NEAR BROADWAY,
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Dry Goods.

**JOHN S. &
EBEN WRIGHT & Co.,**92 & 94 Franklin Street, New York,
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AGENTS FOR THE

Belknap Mills,
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Thorndike Company,
And Arlington Mills,
Fancy Dress Goods, 3-4 and 6-4
Imperial Chinese, Alpacas, Reys, Coburgs, &c., &c.**Belknap & Grafton**
Shirtings, Flannels, Rob Boys, Cassimeres, Repellants,
Cottonades, Domestic, Boys' Checks, Sulloways,
Shaker Flannels.Otis Co., Pepper and Gilmanton Mills' Sulloways,
Shaker Socks, &c., &c.**Blue Denims.**
Columbian Heavy, Old AXA, BB, CC, D, O, E, G,
Union, Arlington, Oxford, Mt. Vernon, Beaver Creek
AA, BB, CC, Thorndike, C. Haymaker, Palmer, Bos-
ton, Northfield, Pawnee, Farmers' and Mechanics'**Brown Denims.**
Columbian XXX, Old BB, Warren A.B.D.X.**Stripes.**
Cordis ACE, AAA, BB, Duck A.A.B., Thorndike A.C.
Swift River, Palmer, New England.**Warren FF Fine Sheetings.**
BLEA. AND BROWN.**Brown and Bleached Goods.**
Thorndike H. B. & C. Brown and Bleached Sheetings,
Hingham, Farmers' AA and Swift River Brown Sheet-
ings, 40-in. Rocky Mountain Duck, Bear, Raven's Duck**Theodore Polhemus & Co.**

Manufacturers and Dealers in

COTTON SAIL DUCKAnd all kinds of
COTTON CANVAS, FELTING DUCK, CAR COVER-
ING, BAGGING, RAVENS DUCK, SAIL TWINES
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Also, Agents

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A full supply all Widths and Colors always in stock.

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Sole Agents for

JOSEPH GREER'S CHECKS.

Sultana Shawls.

Fond du Lac Blue Jeans.

Fine #4 Chevrol Coatings.

Oxford Gold mixed and Brown Jeans.

Shirting Flannels and

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Steamship Companies.

PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE**To California & China,**

Touching at Mexican Ports

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On the 1st, 11th and 21st of Each**Month.**

Leave PIER 42 NORTH RIVER, foot of Canal street

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for ASPINWALL, connecting via Panama Railway

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One hundred pounds baggage allowed each adult.

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For passage tickets or further information apply

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F. R. PARV, Agent.**EXTENSION TABLES**

(EXCLUSIVELY),

Of Every Style and Quality, at**Greatly Reduced Prices.****WM. REEDT, Manufacturer,**

180 WOOSTER STREET,

BETWEEN PRINCE and ROYAL STREETS
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Miscellaneous.

CAUTION!

TO THE TRADE

AND TO CONSUMERS OF

J. & P. COATS',**BEST SIX-CORD THREAD.**A COUNTERFEIT, OR ROUGH FAC-SIMILE OF
their trade-mark upon the wrappers of thread, is
in circulation, and may be readily detected by com-
parison with the genuine. The black and gold labels
upon the spools are larger than the genuine. The
white labels bearing the name of "Andrew Coats,
General Agent for the United States," are roughly cut
out by hand.
The spurious article, having been smuggled into the
U. S., is also liable to seizure by the customs.**All dealing in Thread with these
Forged Labels will be prosecuted by
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Cotton, Flour, Grain and Provisions.

NO. 27 MAIN ST., CINCINNATI, O.**Henry Lawrence & Sons,**

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.

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Scovill Mnfgr. Company,

Manufacturers of

SHEET BRASS,**GERMAN SILVER PLATED METAL,****BRASS BUTT HINGES,**

Gilt, Lacing, Brocade, and Fancy Dress Buttons,

Kerosene Oil Burners

And Lamp Trimmings,

And Importers and Dealers in every Description of

Photographic Goods.

No. 4 Beekman street & 36 Park Row, NEW YORK,

Manufactured by WATERBURY CT.

NEW YORK

Burleigh Drill Company,

Principal Office 43 New St., N. Y.

JOHN T. DALY,

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GENERAL AGENT

For the sale of FOREIGN AND HOME TERRITORY

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The Burleigh Rock Drill is now in practical working

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The undersigned, Sole Agents in New York, for the

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IRON TIE AND SELF-FASTENING**WROUGHT IRON BUCKLE TIES.**

Manufactured by J. J. McCOMB, Liverpool, respect-

fully solicit orders for delivery in New York or other

ports in the United States, or at Liverpool.

SWENSON, PERKINS & CO.,

50 BEAVER STREET.

Insurance.**OFFICE OF THE
Pacific Mutual Insurance
COMPANY.**

HOWARD BUILDING, 176 BROADWAY.

New York, January 13th, 1869.
The following Statement of the affairs of the Company is published in conformity with the requirements of Section 12 of its charter:
Outstanding Premiums January 1, 1868, \$119,049 43
Premiums received from Jan. 1, to Dec. 31, 1868 inclusive, \$34,448 47
Total amount of Marine Premiums, \$643,497 90

THIS COMPANY HAS ISSUED NO POLICIES, EXCEPT ON CARGO AND FREIGHT FOR THE VOYAGE.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above, \$539,034 44
Paid for Losses and Expenses, less savings, &c., during the same period, 251,484 90
Return Premiums, 46,862 74

The Company has the following assets:

Cash in bank and on hand, \$1,949 81
United States and other stocks, 532,648 59
Loans on stocks drawing interest 188,700 00

Premium notes and bills receivable, \$813,294 31
Subscription notes in advance of premiums 254,572 95
Re-insurance and other claims due the Company, estimated at, 70,000 00
Total assets, 24,457 07

Six Per Cent. Interest, \$1,169,324 33

on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the 24th day of February next.

The whole of the outstanding Certificates of the Company of the issue of 1864,

will be redeemed and paid in cash, to the holders thereof, or their legal representatives, on and after Tuesday, the 24th day of February next, from which date interest thereon will cease. The Certificates to be produced at the time of payment and cancelled.

A Dividend in Script of FORTY Per Cent is declared on the net amount of Earned Premiums for the year ending December 31st, 1868, for which Certificates will be issued on and after Tuesday, the sixth day of April next.

By order of the Board.

TRUSTEES:

John K. Myers, Alex. M. Earle,
A. C. Richards, Oliver K. King,
G. L. H. Gillespie, Wm. T. Blodgett,
C. E. Milnor, C. H. Ludington,
Martin Bates, J. L. Smallwood,
Moses A. Hoppock, Thomas Eakin,
B. W. Bull, H. C. Southwick,
Horace B. Claffin, Wm. Hegeman,
W. M. Richards, James K. Taylor,
Ephraim L. Corning, Adam T. Bruce,
A. S. Barnes, Albert B. Strang, Jr.,
Egbert Starr, A. Augustus Low,
A. Weason, Dean F. Fenner,
John A. Hadden, Emil Heinemann,
William Leconey, Jehiel Reed,
John A. Bartow, John K. Waller.

JOHN K. MYERS, President.
WILLIAM LECONY, Vice-President.
THOMAS HALE, Secretary.

Hanover Fire Insurance**COMPANY,**

No. 45 WALL STREET.

Cash capital, \$400,000
Surplus, 206,63

Gross Assets, \$606,634
Total Liabilities, 50,144

BENJ. S. WILCOTT, Pres.

RENEWAL LAW, Secretary.

Germania Fire Insurance**COMPANY.**

Office, No. 175 Broadway
BRANCH OFFICES:
No. 357 Bowery, New York.
No. 377 Fulton Street, Brooklyn

Cash Capital, \$500,000 00
Assets, July 1, 1868, 925,150 92
Liabilities, 45,000 00

Policies Issued Payable in Gold, if Desired.

RUDOLPH GARRIGUE, President.
JOHN EDW. KARL, Vice-President.
HUGO SCHUMANN, Secretary.

**Thwaites & Bradshaw's****A Table Sauce beyond Comparison!**

"No Breakfast or Dinner complete without it."—SOYER.

The finest relish and appetizer ever offered.
Sold by all Family Grocers and Fruit Stores.
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J. THOMAS, 585 Broadway.
M. S. B. & O. N. 685 Broadway.
J. J. MORRIS, cor. 12th St. and University Place.
E. MOESSENER, 121 6th Avenue.
Wholesale Depot, S. E. HUSTED & CO., 183 Greenwich street.

Insurance.**FIRE INSURANCE.****North American Fire
Insurance Co.,**

OFFICE 114 BROADWAY,
BRANCH OFFICE 9 COOPER INSTITUTE, THIRD AVENUE.

INCORPORATED 1823.

Cash Capital, \$500,000 00
Surplus, 245,911 93

Cash Capital and Surplus, July 1st, 1868, \$745,911 93.

Insures Property against Loss or Damage by Fire at the usual rates.
Policies issued and Losses paid at the office of the Company, or at its various Agencies in the principal cities in the United States.

JAMES W. OTIS, President.
R. W. BLECKER, Vice Pres.
F. H. CARTER, Secretary.
J. GRISWOLD, General Agent.

ÆTNA**Insurance Company,**

OF HARTFORD.

INCORPORATED 1819.

CASH CAPITAL, \$3,000,000

NEW YORK AGENCY

NO. 62 WALL STREET.

Assets Jan. 1, 1869, \$5,150,931 71
Liabilities, 289,553 98

FIRE AND INLAND INSURANCE.

Policies Issued Payable in GOLD when Desired.

JAS. A. ALEXANDER, Agent.

Mercantile Mutual

(MARINE)

INSURANCE COMPANY,
NO. 35 WALL STREET, NEW YORK.

Capital, \$1,000,000
Assets, 1,500,000

This Company takes Marine and Inland Navigation Risks on Merchandise, Freight and Hulls of Vessels. On the payment of Premiums a Rebate or Discount on the current rates is made in cash, as an equivalent for the Scrip Dividends of a Mutual Company. The amount of such Rebate being fixed according to the character of the business, gives to dealers a more just apportionment of profits than by the mutual system; and being made in cash, on payment of the Premiums, is more than equivalent to the CASH VALUE of the average Scrip Dividends of Mutual Companies. Policies issued, making loss payable in Gold in this City, or in Sterling at the Office of the Company's Bankers in Liverpool, if desired.

TRUSTEES:

James Freeland, Geo. W. Hennings,
Samuel Willets, A. Foster Higgings,
Robert L. Taylor, Francis Hathaway,
William T. Frost, Aaron L. Reid,
William Watt, Henry Eyre,
Cornelius Grinnell, Joseph Slagg,
James D. Fish, Edward Merritt,
Edwood Waiter, Daniel T. Willets,
D. Colden Murray, L. Edgerton,
Bryce Gray, Henry R. Kunhardt,
N. L. McCready, John S. Williams,
William Nelson, Jr., Charles Dimon,
Harold Dollner, Paul N. Spofford,

ELLWOOD WALTER, President.
ARCH. G. MONTGOMERY, Jr., Vice-Pres.
ALANSON W. HEGEMAN, 2d Vice-Pres.
C. J. DESPARD, Secretary.

Sun Mutual Insurance**COMPANY.**

(INSURANCE BUILDINGS)

49 WALL STREET.

Incorporated 1841.

Capital and Assets, \$1,614,540 78

This Company having recently added to its previous assets a paid up cash capital of \$500,000, and subscription notes in advance of premiums of \$300,000, continue to issue policies of insurance against Marine and Inland Navigation Risks. No Fire Risks disconnected from Marine taken by the Company. Dealers are entitled to participate in the profits.

MOSES H. GRINNELL, President.
JOHN P. PAULISON Vice-President.
ISAAC H. WALKER, Secretary.

BUNTING BROTHERS,

BROKERS IN METALS.

112 JOHN STREET.

COPPER, TIN LEAD, SPLICER, RAILROAD IRON,
PIG IRON ORES &C., &C.,

Insurance**OFFICE OF THE****ATLANTIC****Mutual Insurance Co.,**

NEW YORK, JANUARY 26, 1869.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1868:

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868, \$6,782,969 82

Premiums on Policies not marked off 1st January, 1868, 2,563,002 30

Total amount of marine premiums, \$9,345,972 12

No policies have been issued upon life risks; nor upon fire risks disconnected with marine risks.

Premiums marked off from 1st January, 1868, to 31st December, 1868, \$6,807,970 89

Losses paid during the same period, \$3,081,060 49

Reports of premiums and expenses, \$1,383,230 61

The Company has the following assets, viz.:

United States and State of New York stock, city bank and other stocks, \$7,587,485 00

Loans secured by stocks and otherwise, 2,314,100 00

Real estate and bonds and mortgages, 210,000 00

Interest, and sundry notes and claims due the Company, estimated at, 290,530 08

Premium notes and bills receivable, 2,953,267 53

Cash in bank, 405,548 83

Total amount of assets, \$13,660,891 39

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof or their legal representatives on and after Tuesday the Second of February next.

The outstanding certificates of the issue of 1865 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Second of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A Dividend of Forty Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December 1868, for which certificates will be issued on and after Tuesday, the Sixth of April next.

By order of the Board,

J. H. CHAPMAN,

Secretary.

TRUSTEES:

J. D. Jones, Joseph Gaillard, Jr.,
Charles Dennis, C. A. Hand,
W. H. H. Moore, James Low,
Henry Colt, B. J. Howland,
Wm. C. Pickersgill, Benj. Babcock,
Lewis Curtis, Robert B. Minturn,
Charles H. Russell, Gordon W. Burnham,
Lowell Holbrook, Frederick Channoy,
R. Warren Weston, R. L. Taylor,
Royal Phelps, Geo. S. Stephenson,
Caleb Barstow, William H. Webb,
A. P. Pillot, Paul Spofford,
William E. Dodge, Sheppard Gandy,
David Lane, Francis Skiddy,
James Bryce, Charles P. Burdett,
Daniel S. Miller, Robert O. Fergusson,
Wm. Sturgis, Samuel G. Ward,
Henry K. Bogert, William E. Banker,
Dennis Perkins, Samuel L. Mitchell,

James G. De Forest.

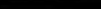
JOHN D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-Pres't.

J. D. HEWLETT, 3d Vice Pres't.

Glass—Duty, Cylinder or Window
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Keystone Knitting Mills.

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Blackstone Knitting Mills.

Bristol Woolen Man'g Co.

Glastenbury Knitting Co.

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